

**VIRTUAL MEETING**

**HENDON AREA COMMITTEE**

**DATE AND TIME**

**TUESDAY 16TH MARCH, 2021**

**AT 7.00 PM**

**Virtual Meeting**

**The Meeting Can Be Accessed Using the Link: <https://bit.ly/2OjPLto>**

**TO: MEMBERS OF HENDON AREA COMMITTEE (Quorum 3)**

Chairman: Councillor Val Duschinsky

Vice Chairman: Councillor Saira Don

**Councillors**

Councillor Nizza Fluss

Councillor Nagus Narenthira Councillor Ammar Naqvi

Councillor Elliot Simberg

Councillor Sarah Wardle

**Substitute Members**

Councillor Sara Conway

Councillor Golnar Bokaei

Councillor Mark Shooter

Councillor Linda Freedman

Councillor Zakia Zubairi

Councillor Laithe Jajeh

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Thursday, 11<sup>th</sup> March at 10AM. Requests must be submitted to [governanceservice@barnet.gov.uk](mailto:governanceservice@barnet.gov.uk)

**You are requested to attend the above meeting for which an agenda is attached.**

**Andrew Charlwood – Head of Governance**

Governance Service contact: [governanceservice@barnet.gov.uk](mailto:governanceservice@barnet.gov.uk)

Media Relations Contact: Tristan Garrick 020 8359 2454

**ASSURANCE GROUP**

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Committee Agendas are available here [Agenda for Hendon Area Committee on Tuesday 16th March, 2021, 7.00 pm \(moderngov.co.uk\)](https://www.moderngov.co.uk/agenda-for-hendon-area-committee-on-tuesday-16th-march-2021-7-00-pm)

## ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the Previous Meeting	5 - 10
2.	Absence of Members (if any)	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Comments and Questions (if any)	
6.	Matters referred from the Hendon Area Residents Forum (If any)	11 - 14
7.	Petitions (if any)	
8.	Area Committee Grants Funding - To Follow	
9.	Members' Items (if any)	
10.	Members Items' - Area Committee Funding Applications (if any)	15 - 22
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12.	Progress update on Area Committee Actions - Hale Lane	31 - 40
1)	Bell Lane, NW4 Zebra Crossing	41 - 56
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14.	CIL Funding Priorities - Setting Local Priorities for the Hendon Area Committee	59 - 72
15.	Any Other Items that the Chairman Decides are Urgent	

## Decisions of the Hendon Area Committee

1 February 2021

Members Present:-

AGENDA ITEM 1

Councillor Val Duschinsky (Chairman)

Councillor Saira Don (Vice-Chairman)

Councillor Sarah Wardle

Councillor Nizza Fluss

Councillor Elliot Simberg

Councillor Nagus Narenthira

Councillor Ammar Naqvi

### 1. MINUTES OF THE PREVIOUS MEETING

The Chairman referred to the item 'Poets Corner – Results of Informal Parking Consultation' on page 11 of the minutes of the previous meeting. For clarification she moved an amendment to the minutes to include the cost of the proposed consultation, as detailed in the officer's report:

It was RESOLVED,

That the Hendon Area Committee considers the feedback to the informal consultation undertaken in Birkbeck Road, Byron Road, Marion Road, Milton Road, Shakespeare Road and Tennyson Road, Daws Lane and Hammers Lane, as outlined in this report and:

1. notes the results of the consultation;

2. agrees not to proceed with a proposed CPZ at this time;

3. instructs the Executive Director, Environment to:

(a) carry out another informal consultation, with the timing of such to be agreed with Ward Councillors following a decision about the impact of introducing charges in the Daws Lane car park, at a cost of £5000 and

(b) report the results of the consultation referred to in (a) above to a future meeting of this Committee.

**RESOLVED that the minutes of the meeting held on 15 September 2020 be approved, subject to the above amendment.**

### 2. ABSENCE OF MEMBERS (IF ANY)

None.

### 3. DECLARATIONS OF MEMBERS DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

None.

**4. REPORT OF THE MONITORING OFFICER (IF ANY)**

None.

**5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)**

The Chairman read out a comment received from a resident in support of Cllr Finn's CIL funding request under item 10.

**It was RESOLVED that the Committee noted the comment.**

**6. MATTERS REFERRED FROM THE HENDON AREA RESIDENTS FORUM (IF ANY)**

None.

**7. PETITIONS (IF ANY)**

None.

**8. AREA COMMITTEE GRANTS FUNDING**

The Head of Finance –Growth, Housing, Corporate Services & Assurance, Finance presented the report, to update Members of the budget allocations for the Hendon Area Committee for 2020/21. Members had an opportunity to ask questions on the report.

**The Committee RESOLVED,**

1. to note the amount available for allocation during 2020/21, as set out in paragraph 6.2.1 and in Appendix 1
2. To note the amount of re-allocated underspends & overspends in Section 2.1

**9. MEMBERS' ITEMS (IF ANY)**

None.

**10. MEMBERS ITEMS' - AREA COMMITTEE FUNDING APPLICATIONS (IF ANY)**

The Chairman introduced the report.

**1. Cllr Nagus Narenthira – crossing at junction of A41 and Aerodrome Road**

Cllr Narenthira introduced her request for a feasibility study for a crossing at the junction of the A41 and Aerodrome Road, at a cost of £5000. Further to a discussion, the Chairman moved to a vote. The votes were recorded as follows:

For	7
Against	0
Abstention	0

It was therefore **RESOLVED** that the Committee approved funding of £5000 for a feasibility study and the request could be reconsidered by the Committee at the first meeting in the new financial year 2021-22, when further information, including proposals and estimates from officers, has been provided.

**2. Cllr Sara Conway - single yellow line to improve safety (Abbots Road between Orange Hill Road and Langham Road)**

Cllr Conway introduced her request for funding of £5942 for a consultation with residents in relation to parking enforcement further to a serious road rage incident. Further to a discussion, the Chairman moved to a vote. The vote was recorded as follows:

For	6
Against	0
Abstention	1

It was therefore **RESOLVED** that the Committee approved funding of £5942 for a consultation with residents.

**3. Cllr Anthony Finn - Disabled-friendly swing, a slide, and safety surfacing at Brookside Walk play area.**

In Cllr Finn's absence due to technical problems Cllr Fluss presented the request for play equipment and surfacing at a cost of £17,700. Further to a discussion, the Chairman moved to a vote. The vote was recorded as follows:

For	6
Against	0
Abstention	1

It was therefore **RESOLVED** that the Committee approved funding of £17,700 for play equipment and safety surfacing in Brookside Walk.

**4. Cllr Helene Richman – four benches on Vivian Avenue**

Cllr Richman presented her request for four benches on the High Street in West Hendon (Vivian Avenue) at a cost of £6400. Further to a discussion the Chairman moved to a vote. The vote was recorded as follows:

For	5
Against	0
Abstention	2

It was therefore **RESOLVED** that the Committee approved funding of £6400 for four wooden benches on Vivian Avenue.

**5. Cllr Nizza Fluss - Tiferes Shlomo school – Wetpour safety flooring**

Cllr Fluss presented her request for safety flooring for an independent boys' school playground.

Further to a discussion the Committee moved to DEFER the request to the new financial year, pending clarification and consensus of the Hendon Area Committee's priorities on CIL spending, in addition to the fact that the Committee currently has insufficient funds for the request. The vote was recorded as follows:

For (deferral)	7
Against (deferral)	0
Abstention	0

**CARRIED - it was therefore RESOLVED that the request be DEFERRED to the first meeting in the new financial year.**

## 11. HIGHWAYS SCHEME UPDATE

The Chairman introduced the report with appendix, which provided an update on all schemes approved by the Committee to date. Members then had an opportunity to raise any issues.

The Chairman noted some inaccuracies regarding Wards (Appendix 1):

- Zebra crossing, Hale Lane – should be Hale Ward
- Heybourne Crescent – Colindale Ward
- Limes Avenue – Hale Ward

Cllr Naqvi asked how the Footway Parking request for Arundel Gardens could be taken forward as residents are still frequently raising requests about this.

The officer responded that due to the lack of funding to proceed with the list of 71 roads initially identified for a footway parking review she would arrange for officers to review the requirements and scope of this request separately in discussion with Cllr Naqvi on how best to proceed

Cllr Narenthira enquired about Heybourne Crescent as residents report ongoing problems. The officer responded that a report on the findings from the traffic survey would be available at the next meeting.

Cllr Wardle noted in relation to the Parking Scheme, for Ashcombe Gardens as this road has two junctions with Glendale Avenue HA8, Cllr advised that the yellow lines would be required at both junctions Officer will provide confirmation to Cllr Wardle directly before the scheme is implemented to ensure requirement is met

Cllr Simberg asked about timing for the zebra crossing at Hale Lane. The officer advised that a report on the findings of the feasibility study will be presented back at the next committee meeting on 16 March

Cllr Fluss enquired about Bell Lane Primary School Pedestrian Crossing Scheme. The officer reported that a thorough review had been undertaken including all other schools in the vicinity. The officer recommends implementing the crossing at 95b Bell Lane. A paper will be brought to the next meeting on 16<sup>th</sup> March for final confirmation prior to consultation.

The officer noted that she would arrange a meeting with the Chairman to discuss how best to proceed with the Pursley Road/Bunns Lane/Page Street Traffic Scheme. A funding stream would need to be found.

Cllr Don enquired about Allington Road where speeding had been previously discussed. The officer responded that she thought a speed survey had been done previously but that funding had not been approved – she would check this and report back.

The officer reported that an update on the progress of the Traffic Signal Feasibility Study for Station Road/A41 being undertaken by TFL, is likely to be available towards the end of February.

**The committee RESOLVED to note the report and Appendix 1, which set out the completed and in progress schemes in Hendon.**

**12. INSTALLATION OF GROUND STAKES AT THE JUNCTION OF LIMES AVENUE AND BEECH WALK - VERBAL UPDATE**

Cllr Simberg introduced his item, explaining that the original stakes that had been installed had failed to protect the grass verges.

The officer noted that the Highway manager had reviewed the site with ward Members and recommended that thicker and sturdier stakes be implemented, at a cost of £196 per stake, with nine stakes needed for Limes Avenue and Beech Walk. The total cost including implementation would be £2000, so a further £1500 would be required further to previous funding that the Committee had agreed.

Further to a discussion the Chairman moved to a vote. The vote was recorded as follows:

For (approval)	7
Against (approval)	0
Abstained	0

**RESOLVED that the Committee approved the request to provide additional funding of £1500 for appropriate stakes to be positioned along Hale Lane between Limes Avenue and Beech Walk.**

**13. FORWARD WORK PROGRAMME**

**The Committee RESOLVED to note the forward plan.**

**14. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT**

None.


The meeting finished at 7.55 pm

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## Hendon Area Committee

16 March 2021

	<p style="text-align: right;">AGENDA ITEM 6</p> <p style="text-align: center;"><b>Hendon Area Committee</b></p> <p style="text-align: center;"><b>16 March 2021</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Referrals from Hendon Residents' Forum</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Head of Governance</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Mill Hill, Colindale</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A: Hendon Residents Forum 3 March 2021, Issues List with Responses</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Naomi Kwasa, Senior Governance Officer  <a href="mailto:naomi.kwasa@Barnet.gov.uk">naomi.kwasa@Barnet.gov.uk</a></p>

### Summary

At the meeting of the Hendon Residents' Forum, 3 March 2021, the petitions highlighted in Section 1, were referred to the Hendon Area Committee for consideration.

### Officers Recommendations

1. That the Committee considers the petitions referred by the Hendon Residents' Forum and agrees to;
  - a) Take no action, OR
  - b) Refer the matter to a chief officer to provide a written respond to Lead Petitioner within 20 working days; OR
  - c) Instruct an officer to prepare a report for a future meeting of the Committee on the issue(s) raised with a recommended course of action.

## 1. WHY THIS REPORT IS NEEDED

- 1.1. The Council's Constitution permits the referral of issues and petitions to Area Committees. The Committee are asked to note the officer responses provided to the petitioners in advance of the forum at Appendix A.

### Item 1.

**Petition:** Removal of double yellow lines - The Ridgeway NW7 (opposite Belmont Farm)

**Lead Petitioner:** Sarah Ali

**Ward:** Mill Hill

**Number of signatures:** 95

We the undersigned petition the council to Remove the yellow lines on The Ridgeway that were placed in September 2020

New yellow lines changes to The Ridgeway NW7 cause extreme safety issues for children, families and school staff along the Ridgeway. These new lines have reduced pick up and drop off parking spaces by approx. 12 cars causing congestion on the lead up to The Ridgeway from Hammers lane and also further along The Ridgeway. There does not seem to be any economic reason for these yellow lines and has decreased safety of those driving and walking along The Ridgeway much more especially primary school children.

Since markings have gone down in September 2020, we have further hazardous issues along the road;

- Cars mounting on to the curb where possible
- Increased parking on zig zag lines which is a very high risk for schools along this road
- reduced parking is now impacting operation of our school to schedule as teachers and visiting professionals are no longer able to park safely or close to school
- The safety stretch along the road has greatly reduced and this is very dangerous for our younger children (4-11 years)
- Visiting professionals to the school are now also struggling to find parking space (within days of these lines being laid) resulting in a delayed meeting with a vulnerable family due to the reduced parking
- Specifically, during Covid-19, there has been an increase in secondary parents driving their children to school rather than using public transport. The reduced parking has increased this stress.

- Issue of social distancing is increasing as the entire road is far more congested than before

We urgently need to bring this to the attention of our councillors and Barnet council as this doesn't seem to be in line with Barnet's Covid risk assessment where it clearly states Highways should be working more closely with the schools.

## **Item 2.**

**Petition:** 'No Left Turn' at the Junction of A1 and Tithe Walk

**Lead Petitioner:** Local Resident

**Ward:** Mill Hill

**Number of signatures:** 55

We, the residents of Tithe walk, believe there is inadequate time for traffic turning into our road from the A1 to slow down and corner safely. Cars entering from the A1 also drive at speed up the road. This represents a risk to residents and other pedestrians, the details of which have been provided to the Council.

We request that Barnet Council and TFL implement a 'No Left Turn' at the junction of A1 and Tithe Walk.

We would like 2-way traffic in the road to be maintained to allow exit onto Page Street and to discourage cars from speeding down the road.

## **2. REASONS FOR RECOMMENDATIONS**

**2.1** At the above noted meeting of the Hendon Residents' Forum the petitions highlighted in Section 1 were referred to this Committee for consideration, as permitted by the Council's Constitution under Article 3 - Residents and Public Participation.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

**3.1** None in the context of this report.

## **4. POST DECISION IMPLEMENTATION**

**4.1** Post decision implementation depends on the decision taken by the Committee.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

5.1.1 N/A.

### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property,**

## **Sustainability)**

5.2.1 None in the context of this report.

### **5.3 Social Value**

5.3.1 Not applicable in the context of this report.

### **5.4 Legal and Constitutional References**

5.4.1 In accordance with the Council's Constitution, Article 3 Residents and Public Participation states that where the petition relates to the functions and responsibilities of an Area Committee it will be reported to the relevant Area Committee. The Lead Petitioner will be given five minutes to present the petition to the committee.

Following the presentation, the Chairman and Committee Members will have an opportunity to ask the Lead Petitioner questions. After the debate the Committee will decide to:

- Take no action
- Refer the matter to a chief officer to provide a written respond to Lead Petitioner within 20 working days; or
- Instruct an officer to prepare a report for a future meeting of the Committee on the issue(s) raised with a recommended course of action

### **5.5 Risk Management**

5.5.1 None in the context of this report.

### **5.6 Equalities and Diversity**

5.6.1 None in the context of this report.

### **5.7 Corporate Parenting**

5.7.1 None identified in the context of this report, any potential implications will be detailed within substantive reports.

### **5.8 Consultation and Engagement**

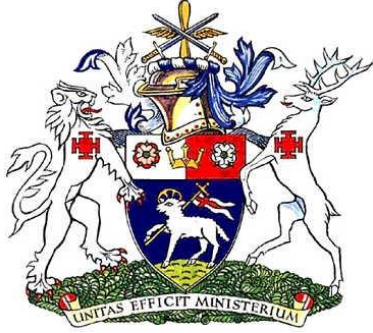
5.8.1 None in the context of this report.

### **5.8 Insight**

5.8.1 None in the context of this report.

## **6. BACKGROUND PAPERS**

None.



# Hendon Area Committee

AGENDA ITEM 10

16 March 2021

<b>Title</b>	<b>Members Items – Applications for Community Infrastructure Levy (CIL) Funding</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Various
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 - Alders Close/Hale Lane Double Yellow Line Extension
<b>Officer Contact Details</b>	Abigail Lewis, Governance Service Manager / Pakeezah Rahman, Acting Governance Officer <a href="mailto:pakeezah.rahman@barnet.gov.uk">pakeezah.rahman@barnet.gov.uk</a> 020 8359 6452

## Summary

The report informs the Hendon Area Committee of Member's CIL Items and requests instructions from the Committee.

## Officers Recommendations

1. That the Area Committee considers the requests as highlighted in section 1 of the report.
2. That the Area Committee decides whether it wishes to:
  - (a) Agree the request and note the implications to the Committee's CIL funding budget.
  - (b) Defer the decision for funding for further information; or

**(c) Reject the application, giving reasons.**

**1. WHY THIS REPORT IS NEEDED**

1.1 3 requests for funding from the Committee's allocated CIL budget have been raised as follows:

1.	<b>Edgwarebury Lane Speed Survey</b>
Raised by (Councillor):	Sarah Wardle
Ward:	Edgware
Area Committee:	Hendon
Member Request:	For a speed survey to take place at the northern part of Edgwarebury Lane in close proximity to Edgwarebury Park
Funding Required (£):	<b>£5,000</b>
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):  On (DATE):	<p>Engineers have advised that a feasibility study to consider speed reduction measures past the park (which would include a speed survey) might be a consideration (cost will be approximately £5k).</p> <p>The study would explore the area more widely to determine whether VAS or other measures might be appropriate, whether a 20mph could go past the two park entrances (even though it is not a school) and what additional measures would be needed to support that – and/or whether a pedestrian refuge could be located to assist with crossing either separately or in conjunction with speed reduction measures.</p> <p>Due to the presence of a high number of driveways and mature trees, a zebra crossing would be very difficult to accommodate, so a feasibility study which includes a speed survey to explore speed reduction measures would be recommended.</p>
Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):	

2.	<b>Alders Close/Hale Lane Double Yellow Line Extension</b>
Raised by (Councillor):	Elliot Simberg
Ward:	Hale
Area Committee:	Hendon
Member Request:	<p>There are some yellow lines however vans park just past the lines and block the line of sight from vehicles coming out of Alders Road</p> <p>After discussions with parking design engineers, it is proposed to</p> <ul style="list-style-type: none"> <li>• Extend the DYL's on the Eastern side in Alders Close up to the bend.</li> <li>• Extend the DYL's in Hale Lane as we turn right from Alders close. Extend the DYL's past the gully gratings to outside 211 Hale Lane.</li> </ul>
Funding Required (£):	<b>£4,737</b>
<p>In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):</p> <p>On (DATE):</p>	<p><b>Officer Time for:</b></p> <ul style="list-style-type: none"> <li>• Site investigation - £120</li> <li>• Finalise design - £120</li> <li>• Cllr liaison if required - £60</li> <li>• Drafting TMO - £260</li> <li>• Drafting of Consultation Letters / Street Notices / Letter Delivery and erection of street notices - £375</li> <li>• Monitoring of comments and opportunity to deal with potential objections by way of COD Report - £1,480</li> <li>• Advertising 1 - £1,000</li> <li>• Advertising 2 - £800</li> <li>• Making of the TMO - £180</li> <li>• Producing work orders / BOQ's - £120</li> <li>• Contractor Liaison for Implementation - £72</li> </ul> <p><b>IMPLEMENTATION:</b>  AS NEW RATES are unknown due to contractor change—predicting cost of Implementation of DYLS is currently an approximation</p> <p>£150 for introduction of new DYL works</p>

Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):	Photos attached at Appendix 1.
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3.	<b>Parking solution</b>
Raised by (Councillor):	Nagus Narenthira
Ward:	Colindale
Area Committee:	Hendon
Member Request:	After discussions with engineers, Propose to Introduce waiting restrictions at the Junction of Rushgrove Avenue and Crossway NW9 and also introduce a slightly longer length of restrictions on the right-hand side of Crossway NW9 up to the entrance of the park.
Funding Required (£):	<b>£5,337</b>
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):  On (DATE):	<p>Site investigation - £270  Finalise design - £270  Cllr liaison if required - £60  Drafting TMO - £260</p> <p>Drafting of Consultation Letters / Street Notices / Letter Delivery and erection of street notices - £375</p> <p>Monitoring of comments and opportunity to deal with potential objections by way of COD Report - £1,480</p> <p>Advertising 1 - £1,000  Advertising 2 - £800</p> <p>Making of the TMO - £180</p> <p>Producing work orders / BOQ's - £120</p> <p>Contractor Liaison for Implementation - £72</p> <p><b>IMPLEMENTATION:</b></p> <p>As NEW RATES are unknown due to contractor change – forecasting cost of Implementation of DYLS is currently an approximation</p>



	<p>£300 for introduction of new DYL works</p> <p>A contingency fee for the cost of a Vehicle Lifter £150 also required the location is heavily parked with vehicles so Line marking on site could be an issue during the implementation Phase</p>
<p>Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):</p>	<p>This issue was ongoing for last 3 years. The car showrooms and vehicle hire company park about 70 cars in these roads. So, no parking for residents especially the ones who live in Rushgrove court who do not have their dedicated parking. I have contacted Highways many times in the past.</p> <p>The item was deferred from the last Hendon Residents' Forum on 6<sup>th</sup> January 2021.</p>

## RECOMMENDATIONS

- 1.2 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.
- 1.3 CIL funding can be used to fund a wide range of infrastructure (as outlined in section 216(2) of the Planning Act 2008, and regulation 59, as amended) to support the development of a local area. The Act specifically names roads and transport, flood defences, schools and education facilities, medical facilities and recreational facilities; but is not restrictive. Therefore, the definition can extend to allow the levy to fund a very broad range of facilities provided they are 'infrastructure'.
- 1.4 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.
- 1.5 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development. Therefore, if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair failing existing infrastructure, where it is recognised as necessary to support development in the area.
- 1.6 Guidance states that local authorities must allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas

where development is taking place. Therefore, a decision was made to honour the provision of a 15% contribution to each of the Council's Area Committee. This is capped at £150k per committee per year.

- 1.7 Applications relating to requests should be made to this Area Committee via Members' Items as outlined in the Council's Constitution. In line with guidance, applications submitted by Members should receive an initial assessment by an appropriate Officer, and should be accompanied by a recommendation (i.e. that the Committee should support or refuse the application).
- 1.8 Members should note that the committee has the power to discharge CIL-related environmental infrastructure projects and therefore has joint budget responsibility across the Area Committees which can be spent in 2018/19. Furthermore, it is noted that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

## 2. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 2.1 Not applicable; Members of the Council are able to submit applications for non-CIL funding to the Area Committee Budgets via Members' Items. As a result, the Committee are requested to consider the Ward Members request and determine. Therefore, no other recommendation is provided from Officers.

## 3. POST DECISION IMPLEMENTATION

- 3.1 Post decision implementation depends on the decision taken by the Committee, and the assessing officer's recommendation.

## 4. IMPLICATIONS OF DECISION

### 4.1 Corporate Priorities and Performance

- 4.1.1 The funding enables the Area Committee Budgets to contribute to Barnet's 2024 Corporate Plan objective to promote a pleasant, well maintained borough that we protect and invest in, by keeping the borough moving, including improvements to roads and pavements, getting the best of out of our parks by looking after and investing in our greenspaces and investing in community facilities to support a growing population.

### 4.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 4.2.1 The Committee has an allocated budget for **Barnet Community** Infrastructure Levy (CIL) from which it can award funds to Area Committee grant applications. Any allocation of funds will be assessed by Officers.
- 4.2.2 The Committee is able to award funding of up to £25,000 per project for CIL **Funding**. Requests for funding must be in line with the Council's priorities which are outlined in the Corporate Plan 2019 – 2024.

### 4.3 **Social Value**

- 4.3.1 Requests for Area Committee budget funding provide an avenue for Members to give consideration to funding requests which may have added social value.

### 4.4 **Legal and Constitutional References**

- 4.4.1 Council Constitution, Article 7, Section 7.5 Responsibility for Functions details that the Area Committee is responsible for determining the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget being allocated to the Committee being unspent.

- 4.4.2 Council Constitution, Article 2 Members of the Council, Section 2.3 states any Member will be permitted to have one matter only (with no sub items) on the agenda for an Area Committee where the Member is sponsoring an application to an Area Committee Budget. Member's items sponsoring an application to the Area Committee Budget must be submitted 10 clear working days before the meeting. Items received after that time will only be dealt with at the meeting if the Chairman agrees they are urgent.

### 4.5 **Risk Management**

- 4.5.1 None in the context of this report.

### 4.6 **Equalities and Diversity**

- 4.6.1 Requests for Funding allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

### 4.7 **Corporate Parenting**

- 4.7.1 None in the context of this report.

### 4.8 **Consultation and Engagement**

- 4.8.1 None in the context of this report.

### 4.9 **Insight**

- 4.9.1 None in the context of this report.

## 5. **BACKGROUND PAPERS**

- 5.1 Meeting of the Community Leadership Committee 8 March 2016 Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets:

<http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>

- 5.2 Review of Area Committees – operations and delegated budgets (24/06/2015):

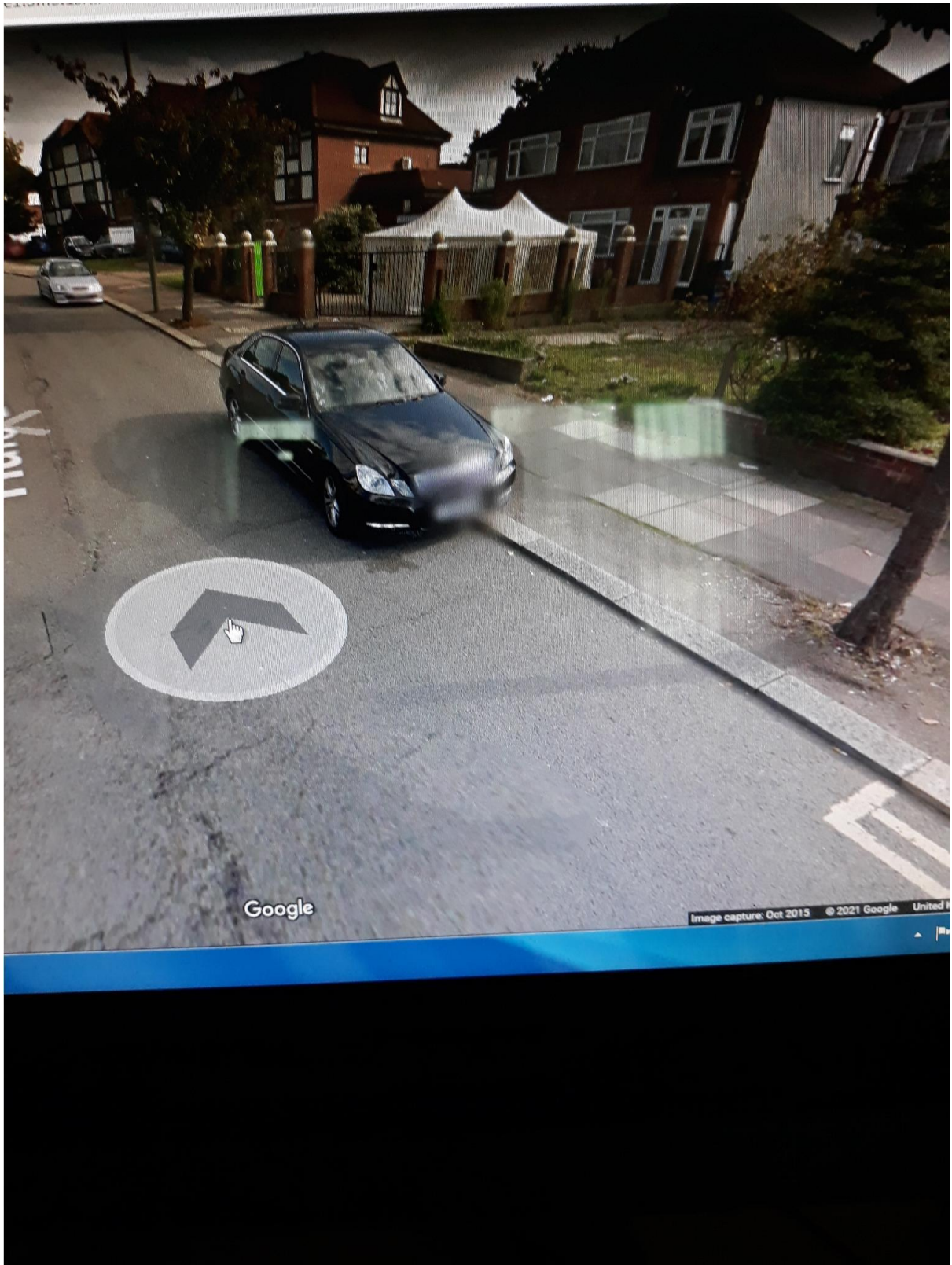
<https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>

### 5.3 Hendon Residents Forum 06 January 2021

[Agenda for Hendon Residents Forum on Wednesday 6th January, 2021, 6.00 pm \(moderngov.co.uk\)](#)

















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**Hendon  
Area Committee  
16<sup>th</sup> March 2021**

<b>Title</b>	<b>Area Committee – Highways Scheme Update</b>
<b>Report of</b>	Executive Director - Environment
<b>Wards</b>	Burnt Oak, Colindale, Edgware, Hale, Hendon, Mill Hill and West Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Hendon Area Committee Scheme Update
<b>Officer Contact Details</b>	Geoff Mee –Executive Director, Environment Geoff.Mee@barnet.gov.uk

### Summary

This report is to update Committee of all Highways schemes agreed at Hendon Area Committee, to date.

### Officers Recommendations

1. That the Hendon Area Committee notes the completed and in progress schemes set out in Appendix 1.

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 This report provides a current status on all schemes approved by the Hendon Area committee to date.
- 1.2 On 21st January 2020, the Chairman requested a report detailing the current status of all agreed schemes.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Not applicable in the context of this report.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 No alternative options were considered

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Not applicable in the context of this report.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 Not applicable in the context of this report.

### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 5.2.1 Not applicable in the context of this report.

### **5.3 Social Value**

- 5.3.1 Not applicable in the context of this report.

### **5.4 Legal and Constitutional References**

- 5.4.1 Article 7 of the Council's Constitution states that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees".

### **5.5 Risk Management**

There are no risks to the Council as a direct result of this report

### **5.6 Equalities and Diversity**

There are no equality and diversity issues as a direct result of this report.

### **5.7 Corporate Parenting**

Not applicable in the context of this report

**5.8 Consultation and Engagement**

There are no consultation and engagement issues as a direct result of this report.

**5.9 Insight**

There are no insight issues as a direct result of this report.

**6. BACKGROUND PAPERS**

Hendon Area Committee, 21 January 2020 (item 11).

<https://barnet.moderngov.co.uk/documents/g9936/Printed%20minutes%2021st-Jan-2020%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

Year	Scheme		Update		
<b>Burnt Oak</b>					
2015/16	Highways	<b>Footway Parking Arundal Gardens</b>	Ward	Burnt Oak	<b>Agreed at the January 2020 Committee for a meeting to be arranged with Councillors to review if scheme is still required. Awaiting update from Councillors to schedule the meeting.</b>
			Scheme Type	Footway Parking	
			Current Phase	Feasibility	
			Scope of Scheme	Feasibility	
			Estimated Completion	N/A	
2018/19	Highways	<b>Barnfield Road / Montrose Avenue – Implementation</b>	Ward	Burnt Oak	<b>Implementation was originally planned to commence in February 2021 but contractor did not start the work. Implementation will now take place in the new financial year once the new contractor is in place.</b>
			Scheme Type	Pedestrian Crossing	
			Current Phase	Implementation	
			Scope of Scheme	Design / Implementation	
			Estimated Completion	May-21	
2018/19	Highways	<b>Watling Avenue - Loading bays</b>	Ward	Burnt Oak	<b>Scheme originally on hold due to Social Distancing Scheme. Site meeting with Ward Councillors look place 17 November 2020. Design now underway with implementation currently planned for April 2021 subject to the agreed prioritisation of works with the new contractor.</b>
			Scheme Type	Loading Bays	
			Current Phase	Design	
			Scope of Scheme	Feasibility	
			Estimated Completion	Apr-21	
2016/17	Highways	<b>Booth Road, NW9</b>	Ward	Burnt Oak / Colindale	<b>Meeting being set up with Councillors to review any outstanding requirements</b>
			Scheme Type	Traffic & Parking Review	
			Current Phase	Internal Review	
			Scope of Scheme	Design / Implementation	
			Estimated Completion	N/A	
2020/21	Highways	<b>Montrose Avenue</b>	Ward	Burnt Oak	<b>Dates for survey have now been agreed with Councillors and results and recommendations currently planned to be reported back to June 2021 committee.</b>
			Scheme Type	Speed Survey	
			Current Phase	Feasibility	
			Scope of Scheme	Feasibility	
			Estimated Completion	Jun-21	
2020/21	Highways	<b>The Greenway Speed survey and Safety Review of CPZ Bays</b>	Ward	Burnt Oak	<b>Speed survey has now withdrawn and will be untaken as part of a wider scheme in Burnt Oak. Review of the CPZ bays will continue and report to Cllrs with a formal request to be raised at committee if required.</b>
			Scheme Type	Speed Survey	
			Current Phase	Feasibility	
			Scope of Scheme	Feasibility	
			Estimated Completion	Mar-21	
2020/21	Highways	<b>Abbots / Orange Hill / Langham Roads SYL</b>	Ward	Burnt Oak	<b>Scheme being programmed by engineers, with the aim to be batched with other waiting restrictions schemes</b>
			Scheme Type	Waiting Restrictions	
			Current Phase	Design	
			Scope of Scheme	Design / Implementation	
			Estimated Completion	TBC	



Year	Scheme		Update		
<b>Colindale</b>					
2020/21	Highways	<b>Heybourne Crescent</b>	Ward	Colindale	<b>Survey to commence after lockdown. Results and recommendations currently planned to be reported back to June 2021 committee.</b>
			Scheme Type	Speed Survey/Feasibility	
			Current Phase	Feasibility	
			Scope of Scheme	Feasibility	
			Estimated Completion	Jun-21	
2020/21	Highways	<b>Aerodrome Road / A41</b>	Ward	Colindale	<b>Officers have commenced investigation. Site visit to clarify scope to take place in March 2021. Currently planning results to be reported back to June 2021 Committee subject to any major change to scope.</b>
			Scheme Type	Feasibility	
			Current Phase	Feasibility	
			Scope of Scheme	Feasibility	
			Estimated Completion	Jun-21	
<b>Edgware</b>					
2017/18	Highways	<b>Parking - Manor Park Crescent (CPZ Consultation)</b>	Ward	Edgware	<b>Meeting scheduled with Councillors on 4 March 2021 to review scheme and progress.</b>
			Scheme Type	CPZ - Operational Hours	
			Current Phase	Consultation	
			Scope of Scheme	Feasibility	
			Estimated Completion	TBC	
2018/19	Highways	<b>Parking - Edgwarebury Lane - Implementation</b>	Ward	Edgware	<b>Chief Officer Decision outlining objections was approved end of January 2021. Implementation currently planned for April 2021 subject to the agreed prioritisation of works with the new contractor.</b>
			Scheme Type	Parking	
			Current Phase	COD	
			Scope of Scheme	Design / Implementation	
			Estimated Completion	Apr-21	
2020/21	Highways	<b>Ashcombe Gardens JW Glendale</b>	Ward	Edgware	<b>Consultation to commence on 11 March 2021 for 3 weeks. Subject to objections, Implementation currently planned for July 2021.</b>
			Scheme Type	Waiting Restrictions	
			Current Phase	Consultation	
			Scope of Scheme	Design / Implementation	
			Estimated Completion	Jul-21	

Year	Scheme		Update		
<b>Hale</b>					
2018/19	Highways	<b>Ellesmere Avenue (WR)</b>	Ward	Hale	<b>Chief Officer Decision outlining objections was approved end of January 2021. Implementation currently planned for April 2021 subject to the agreed prioritisation of works with the new contractor.</b>
			Scheme Type	DYLs	
			Current Phase	Implementation	
			Scope of Scheme	Implementation	
			Estimated Completion	Apr-21	
2019/20	Highways	<b>Farm Road/West Way - Signs and Lines</b>	Ward	Hale	<b>Design completed September 2020. Implementation aligned with the waiting restriction scheme and implementation is currently planned for April 2021 subject to the agreed prioritisation of works with the new contractor.</b>
			Scheme Type	Signs and Lines	
			Current Phase	Implementation	
			Scope of Scheme	Design / Implementation	
			Estimated Completion	Apr-21	
2019/20	Highways	<b>Parking - Farm Road/West Way</b>	Ward	Hale	<b>Chief Officer Decision outlining objections was approved end of January 2021. Implementation currently planned for April 2021 subject to the agreed prioritisation of works with the new contractor.</b>
			Scheme Type	Waiting Restrictions	
			Current Phase	Implementation	
			Scope of Scheme	Design / Implementation	
			Estimated Completion	Apr-21	
2019/20 & 2020/21	Highways	<b>Limes Avenue and Beech Walk - Ground Stakes</b>	Ward	Hale	<b>Additional funding agreed at the January 2021 Committee. Works order raised, and implementation expected by end of March 2021.</b>
			Scheme Type	Ground Stakes	
			Current Phase	Implementation	
			Scope of Scheme	Implementation	
			Estimated Completion	Mar-21	
2020/21	Highways	<b>Zebra at 228 Hale Lane - Feasibility</b>	Ward	Hale	<b>Feasibility is now complete and results and recommendations are being reported back to March 2021 Committee.</b>
			Scheme Type	Feasibility	
			Current Phase	Feasibility	
			Scope of Scheme	Feasibility	
			Estimated Completion	Mar-21	
<b>Hendon</b>					
2017/18	Highways	<b>Bell Lane / Green Lane - Implementation</b>	Ward	Hendon	<b>Review of scheme is now complete and recommendations are being reported back to March 2021 Committee.</b>
			Scheme Type	Pedestrian Crossing	
			Current Phase	Review	
			Scope of Scheme	Design / Implementation	
			Estimated Completion	Mar-21	

Year	Scheme		Update		
<b>Mill Hill</b>					
2016/17	Highways	<b>Pursley Road/Bunns Lane/Page Street</b>	Ward	Mill Hill	<b>Meeting with Councillors took place to progress scheme. As a new planning application for the location has been received, it was been agreed to await for the outcome to the development plan before proceeding. Timescales for the application is 6-8 weeks.</b>
			Scheme Type	Traffic Scheme	
			Current Phase	Feasibility	
			Scope of Scheme	Feasibility	
			Estimated Completion	TBC	
2020/21	Highways	<b>Poets Corner</b>	Ward	Mill Hill	<b>Commencement dates to be agreed with Cllrs following the completion of the Daws Lane Car Park scheme. Meeting to be arranged with Councillors to progress scheme</b>
			Scheme Type	Waiting Restrictions	
			Current Phase	Consultation	
			Scope of Scheme	Consultation	
			Estimated Completion	TBC	
2018/19	Highways	<b>Mill Hill Town Square - Information Boards</b>	Ward	Mill Hill	<b>Costs exceed value approved by committee. Additional budget was originally to be sourced via Mill Hill Neighbourhood forum which has since been disbanded. New quotes reviewed by Councillors with a request to be raised at Committee for the additional funding</b>
			Scheme Type	Information Boards	
			Current Phase	Review	
			Scope of Scheme	Implementation	
			Estimated Completion	TBC	
2020/21	Highways	<b>Lawrence Street / Holcombe Hill</b>	Ward	Mill Hill	<b>Consultation in progress. Some objections have been received so far Chief Officer Decision to be prepared and approved. Implementation now expected May/June subject to outcome of consultation / Chief Officer Decision.</b>
			Scheme Type	Junction Improvement	
			Current Phase	Consultation	
			Scope of Scheme	Design / Implementation	
			Estimated Completion	May/Jun-21	
2020/21	Highways	<b>High Street, NW7</b>	Ward	Mill Hill	<b>Survey required and will be undertaken after lockdown. Results and recommendations to be reported back to the June 2021 Committee.</b>
			Scheme Type	Feasibility	
			Current Phase	Feasibility	
			Scope of Scheme	Feasibility	
			Estimated Completion	Jun-21	

Year	Scheme		Update		
<b>West Hendon</b>					
2018/19	Highways	<b>A41/Station Road - Traffic Signal Feasibility</b>	Ward	West Hendon	<b>Drawings undergoing final approval before submission to TfL. Next steps: TfL to carry out the signals design and estimate for this work. Timescales to be provided by TfL.</b>
			Scheme Type	Traffic Signal Feasibility	
			Current Phase	Feasibility	
			Scope of Scheme	Feasibility	
			Estimated Completion	TBC	
2019/20	Highways	<b>Parking - Layfield Crescent</b>	Ward	West Hendon	<b>Chief Officer Decision outlining objections was approved end of January 2021. Implementation currently planned for April 2021 subject to the agreed prioritisation of works with the new contractor.</b>
			Scheme Type	Waiting Restrictions	
			Current Phase	Implementation	
			Scope of Scheme	Design / Implementation	
			Estimated Completion	Apr-21	
2020/21	Highways	<b>Shirehall Lane Speed Survey</b>	Ward	West Hendon	<b>Engagement with Cllrs has been undertaken and agreed that the survey will take place after lockdown. Results and recommendations to be reported back to June 2021 committee.</b>
			Scheme Type	Speed Survey	
			Current Phase	Feasibility	
			Scope of Scheme	Feasibility	
			Estimated Completion	Jun-21	
2020/21	Highways	<b>Vivian Avenue - Benches</b>	Ward	West Hendon	<b>Implementation to commence with new contractor. Expected implementation May 2021.</b>
			Scheme Type	Benches	
			Current Phase	Implementation	
			Scope of Scheme	Implementation	
			Estimated Completion	May-21	



## Hendon Area Committee

16 March 2021

<b>Title</b>	<b>Hale Lane, HA8 &amp; - Request for Zebra Crossing</b>
<b>Report of</b>	Executive Director Environment
<b>Wards</b>	Edgware, Hale
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	<b>Appendix 1 - Drawings:</b> BC/001833-01_SC_100-01
<b>Officer Contact Details</b>	Geoff Mee - Executive Director Environment <a href="mailto:Geoff.Mee@barnet.gov.uk">Geoff.Mee@barnet.gov.uk</a>

### Summary

This report details the results of a feasibility study for the installation of a zebra crossing on Hale Lane, HA8, between Golders Close and Priority Field Drive.

### Officers Recommendations

That the Hendon Area Committee:

1. Note the results of the feasibility study undertaken on Hale Lane, HA8, as outlined in this report and the appendices to this report.
2. Agree that the proposal detailed design, as outlined in Appendix 1 - Drawing No. BC/001833-01\_SC\_100-01 be progressed.
3. Authorises the Executive Director, Environment to carry out a consultation on the approved proposals.

4. That subject to no objections being received to the consultation, referred to in recommendation 3, authorise the Executive Director, Environment to introduce the approved proposal.
5. Agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Executive Director, Environment will in consultation with the relevant Ward Councillors consider those objections and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
6. Agree to allocate the funding of £22,000 for the agreed Option to consult, design and introduce the approved proposals.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 During the Hendon Area Committee on 21<sup>st</sup> January 2020, Councillor Simberg introduced his Member's Item, requesting a feasibility study for pedestrian improvements outside 228 Hale Lane, HA8, between Golders Close and Priority Field Drive.
- 1.2 Following discussion of the item, the Hendon Area Committee unanimously agreed and resolved:

*'To allocate funding of up to £5,000, from this year's CIL Area Committee budget, to undertake the review, with a report back to a future meeting.'*

- 1.3 This report therefore details the investigation carried out to address the above request of improvements to pedestrian crossing facilities.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 Our investigation concentrates on improving pedestrian facilities outside 228 Hale Lane, site of Lubavitch Kindergarten School and Synagogue and is informed by:
- i) Site Observations
  - ii) Traffic Surveys
  - iii) Collisions data

### Site Observations:

- 2.2 Hale Lane is a main road connecting Edgware to Mill Hill and the A1/A41 Watford Way. It is mainly residential in character, subject to 30mph speed limit and it is a bus route serving London Buses.
- 2.3 There are many existing driveways in the area between Golders Close and Priority Field Drive, particularly on the eastbound footway.
- 2.4 Single yellow line parking restrictions, effective Mon-Fri 10-11am, are in place along most of the section of road between Golders Close and Priority Field. Approximately 50m of 'Permit Holders only' parking bays are present on the Westbound Lane outside Bays Court apartments.

## Traffic surveys

- 2.5 A Pedestrian survey was carried out on 21 and 22 January 2021 on Hale Lane to determine the number of pedestrians crossing in the area. On January 21<sup>st</sup>, surveys were conducted from 8-10am and 2:30-4:30pm to take into account the drop off and pickup hours of the Lubavitch Kindergarten. On January 22<sup>nd</sup>, a survey was carried out from 3-5pm to investigate foot traffic from the Friday evening service of the adjacent Synagogue. Figure 1 shows the locations of the survey and results of the survey are summarised in Table 1.

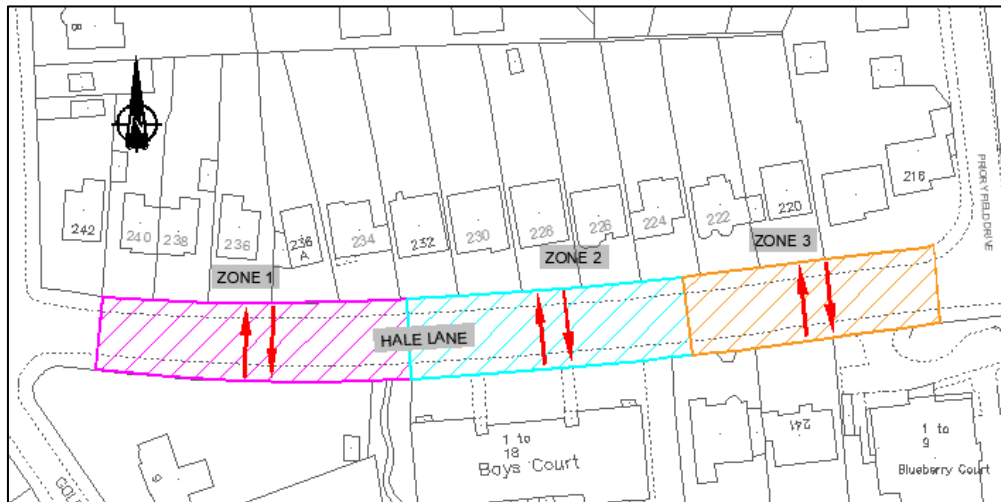


Figure.1 Pedestrian survey location plan

SURVEY	ZONE	No. Crossings
21/01/2020 8-10am	1	26
	2	28
	3	3
21/01/2020 2:30-4:30pm	1	29
	2	27
	3	3
22/01/2020 3:00-5:00pm	1	33
	2	24
	3	7

Table 1 –Pedestrian Survey Results

- 2.6 Due to the lockdown restrictions in place when this survey was conducted, it is believed that the results underestimate the usual foot traffic in the area. Staff at the adjacent kindergarten/synagogue note the reduced attendance for day-care and services. The surveyor also noted that much of the foot traffic in the area passes through the three zones without making a crossing. It is likely that at least some of these pedestrians are crossing Hale Lane closer to their destination (nearby school, bus stops etc). Therefore, it is also likely that some of these pedestrians will make their crossing at this location if pedestrian crossing facilities are implemented.

2.7 Vehicle speed data were obtained from VAS boards already present on Hale Lane since mid-2019. The location of these boards is shown below in Figure 2. Results are summarised on Table 2.

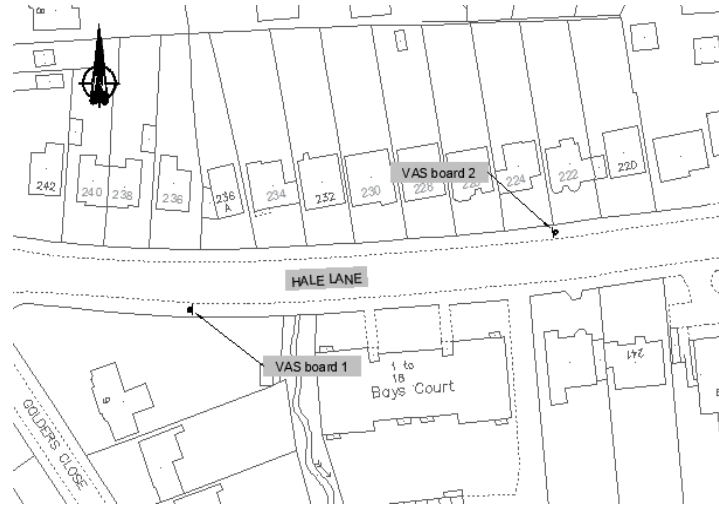


Figure.2 VAS board locations

VAS BOARD	AVERAGE SPEED (mph)	85th PERCENTILE SPEED (mph)
1	25.1	29.8
2	25.7	31.9

Table 1 –Pedestrian Survey Results

Note:

85th percentile speed: 85% of traffic travels at or below this speed

Mean speed: The average taken by summing all vehicle speeds and dividing by the number of vehicles.

2.9 **Collisions Data:** The Personal Injury Collision Data for the five years preceding August 2020 were analysed in relation to this location. This is the latest data available from TfL. The analysis of the data determined that:

- One collision recorded at the junction with the Grove involving two motorists
- One near miss recorded just east of the Grove involving a London Bus
- Both incidents classed as ‘slight’

**Feasibility and Proposals:**

2.10 Proposals and recommendations set out in this report are based on existing traffic regulations (Manual for Streets 2 and Local Transport Note 1/95 and 2/95) which state that:

- Recommended footway width at crossing point to be a minimum of 2 meters, to be sufficient for both pedestrians waiting to cross and pedestrians walking along the footway;
- Zebra crossings are generally only used when the speed limit is 30mph or below and they should not be installed on roads with an 85th percentile speed of 35 mph or above.



- 2.11 Results from the surveys show that most crossings occur in zones 1 and 2, likely due to the proximity to the synagogue and kindergarten.
- 2.12 This section of Hale lane has a speed limit of 30mph. Both directions of travel have 85<sup>th</sup> percentile speeds under the recommended maximum of 35mph for zebra crossings.
- 2.13 Considering the number of pedestrians crossing the road, and the acceptable vehicle speeds in the area, it is proposed to progress the detailed design and implementation of a new zebra crossing outside no. 228 Hale Lane.
- 2.14 Implementation of this zebra crossing will require the relocation of approximately 5 residents parking bays from outside Bays Court to the westbound lane between Bays Court and Golders Close. These bays will be accommodated by removing a section of the existing parking restrictions (single yellow line). Details of this proposals as shown on Appendix 1.
- 2.15 Officers received confirmation from LBB Street Lighting Contractor of the feasibility of the new proposed crossing from a lighting perspective.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Another option considered would be the installation a traffic island to serve as an uncontrolled crossing. However, as the crossing will service a kindergarten and be used by many young children and parents, the improved visibility and ease of use of the zebra crossing is preferred.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Should the Committee decide to agree with the recommendations in this report, no further action is recommended at this location, although monitoring of vehicle speeds will continue to take place.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.
- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

## 5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate for installing a zebra crossing as shown below in Table 3.

**Table 3 – Zebra Crossing Cost Estimate**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes statutory processes, topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£7,000
Build Cost including Street Lighting	£13,000
Sub-TOTAL	£20,000
Implementation & post implementation fee @ 10%	£2,000
<b>GRAND TOTAL</b>	<b>£22,000</b>

5.2.2 The estimated cost of installing the recommended proposals is **£22,000** and is requested from the Area Committee budget. It is considered that the proposals will be beneficial to pedestrians in the area and is recommended by officers.

## 5.3 Social Value

5.3.1 None in relation to this scheme.

## 5.4 Legal and Constitutional References

5.4.1. The Council's Constitution, in Article 7, states that that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments" parks and trees. Also, that the Area Committee can 'Determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent'

5.4.2. The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and

carrying out the action to be taken in performing the duty.

## **5.5 Risk Management**

5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

## **5.6 Equalities and Diversity**

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7. Corporate Parenting**

5.7.1. Not applicable in the context of this report

## **5.8. Consultation and Engagement**

5.8.1. If the scheme is not progressed no Consultation will be required.

## **5.9. Insight**

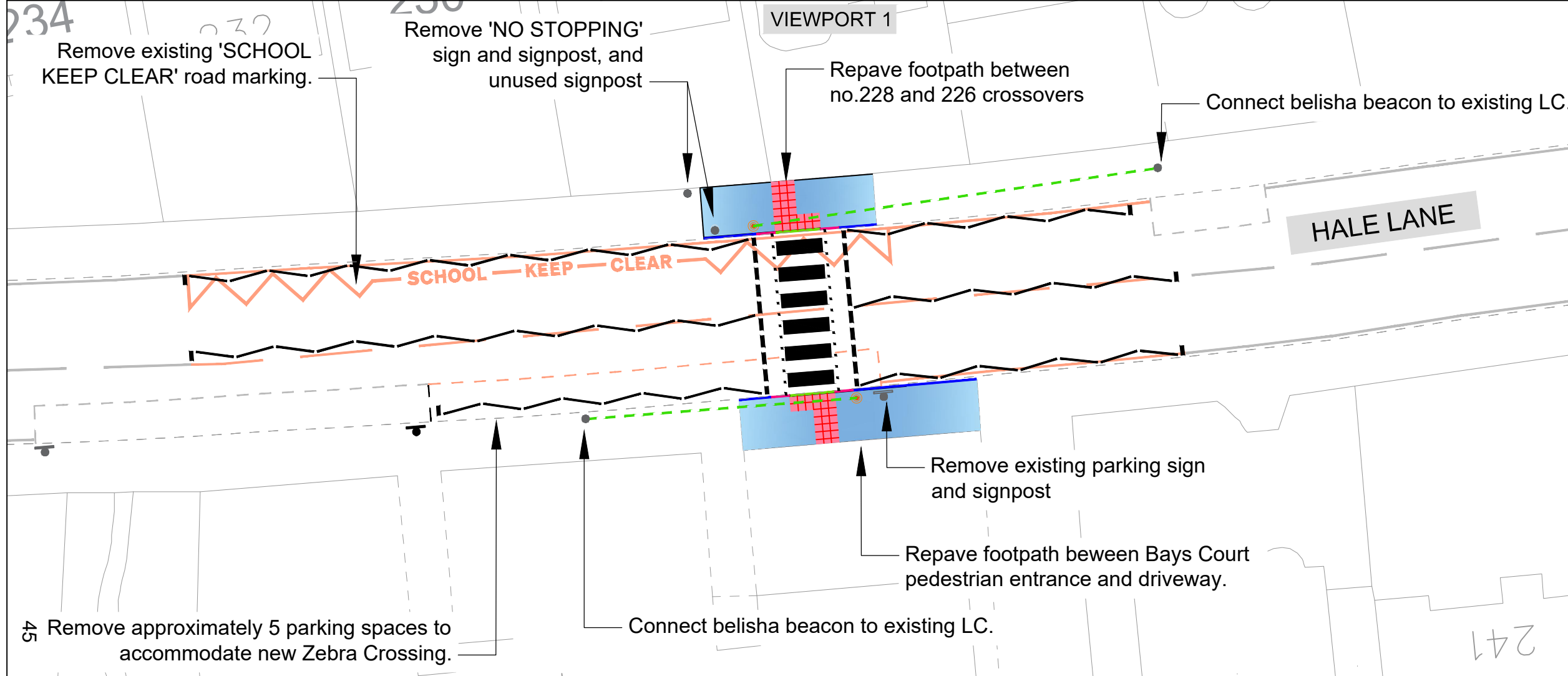
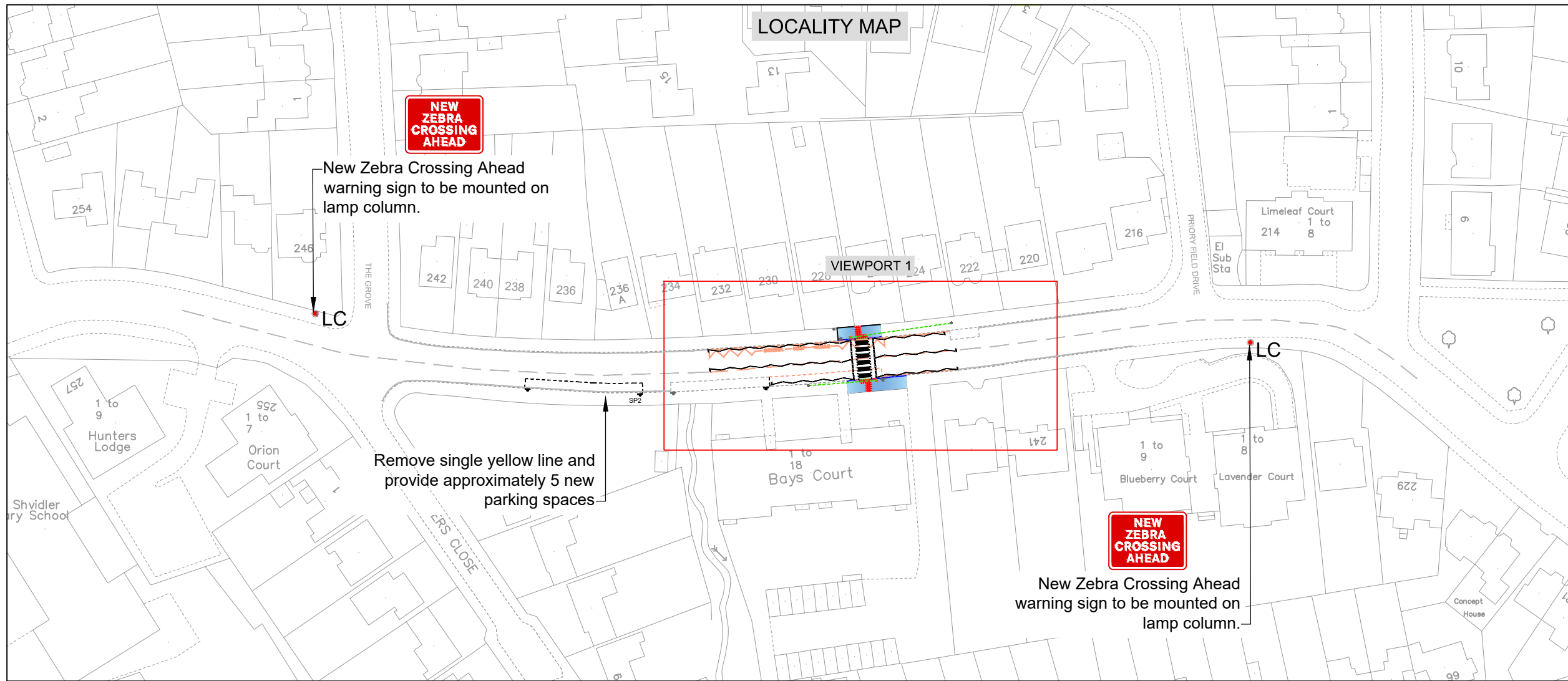
5.9.1. The options developed for the scheme were informed through analysis of injury accident data and on-site observations of the issues.

## **6. BACKGROUND PAPERS**

6.1 Hendon Area Committee 21 January 2020

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9936&Ver=4>










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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001833-01. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

**NOTES:**

- LEGEND:**
-  New 50mm dia cable ducting (450mm cover)
  -  Remove existing footpath and repave with 900 x 600 x 65 mm concrete flag
  -  Provide blister tactile (concrete modular) 400 x 400 x 65 mm
  -  Remove existing kerbing and replace with flush granite dropped kerb (300x150 mm (0mm upstand))
  -  Remove existing kerbing and replace with granite transition kerb (300x150 mm)
  -  Remove existing kerbing and replace with granite kerb (300x150 mm)
  -  Proposed road markings
  -  Existing road markings
  -  Existing road markings to be removed

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REVISION				
Revision	Details	Design/Check	Date	Rev.
Initial issue		LB/SHC	FEB 21	0

Purpose of issue  
**CONSULTATION**



Scheme Ref. BC/001833-01  
Scheme title

**Hale Lane Zebra Crossing**

Drawing title  
**CONSULTATION DRAWING**

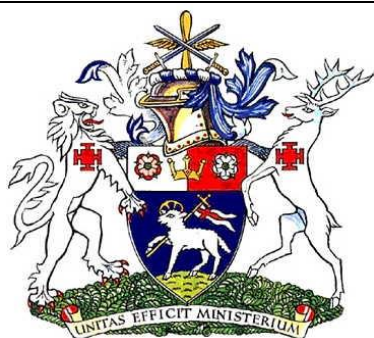
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Design	Drawn	Checked	Approved
LB	LB	SHC	DP
Date: FEB 21	Date: FEB 21	Date: FEB 21	Date: FEB 21



BC/001833-01\_SC\_100-01 Rev. 0

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## Hendon Area Committee

16 March 2021

<b>Title</b>	<b>Bell Lane, NW4- Zebra Crossing</b>
<b>Report of</b>	Executive Director, Environment
<b>Wards</b>	Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	<p><b>Drawing No.</b></p> <ul style="list-style-type: none"> <li>• Appendix 1 - BC001031-08-07-FS-100-General Arrangement-01</li> <li>• Appendix 2 – Bell Lane Primary School walkingdist_00</li> <li>• Appendix 3 – Hendon Secondary School walkingdist_00</li> <li>• Appendix 4 – Pedestrian Tracking Survey (Jan 2020)</li> </ul>
<b>Officer Contact Details</b>	<p>Geoff Mee <a href="mailto:Geoff.mee@barnet.gov.uk">Geoff.mee@barnet.gov.uk</a></p> <p>Executive Director, Environment</p>

## Summary

This report details the results of a feasibility study to install a zebra crossing outside no.95b Bell Lane, NW4 and outline proposals for consideration to improve safety at this location.

## **Officers Recommendations**

**That the Hendon Area Committee:**

- 1. Note the review of safety improvements on Bell Lane, NW4 as outlined in this report and the appendices to this report.**
- 2. Agree that the proposal detailed design, as outlined in Appendix 1 - Drawing No. BC001031-08-07-FS-100-01 be progressed.**
- 3. Authorises the Executive Director, Environment to carry out a consultation on the approved proposals.**
- 4. That subject to no objections being received to the consultation, referred to in recommendation 3, authorise the Executive Director, Environment to introduce the approved proposal.**
- 5. Agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Executive Director, Environment will in consultation with the relevant Ward Councillors consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.**
- 6. Note and agree that funding for the agreed Option to consult, design and introduce the approved proposals will include the £25,000 implementation budget approved by the Hendon Area Committee on 24 July 2017 with an additional £4,920 from Local Implementation Plan (LIP) funding, for a total of £29,920**

### **1. WHY THIS REPORT IS NEEDED**

- 1.1 Following a petition by residents in October 2016, and with local Ward Member support, the Hendon Area Committee discussed the options for introducing measures to improve road safety on Bell Lane, including installing a zebra crossing facility.
- 1.2 In May 2017, Officers reported back the results of the feasibility with recommendation to construct the zebra crossing opposite no.74 Bell Lane. However, as part of the design development, lighting design was carried out to determine the lighting levels following installation of the zebra crossing and it was identified that the proposed location would not meet street lighting requirements. Therefore, a decision was taken to investigate options to install the zebra crossing in an alternative location.
- 1.3 On 29 November 2018, a statutory consultation was carried out on proposals to install the zebra crossing with associated dropped kerbs, tactile paving and belisha beacons opposite Bell Lane Primary School (outside no.100 Bell Lane). From this consultation, six objections and a petition (192 signed objections) were received and although officers considered the proposed to be the most appropriate location for the crossing point, it was acknowledged that the provision of the zebra crossing would cause an inconvenience to some residents due to the loss of parking.
- 1.4 During the Hendon Area Committee on 19 March 2019, it was agreed for Item 12 on the Agenda - Bell Lane / Green Lane, NW4 Request for zebra crossing facility - to be withdrawn while further investigation into the selected location is undertaken in response to a number of concerns raised by residents.



- 1.5 During the Hendon Area Committee on 26 June 2019, the Committee revisited the Bell Lane/Green Lane zebra crossing on its agenda. Councillor Fluss introduced the item on Bell Lane and expressed the view that the ward councillors and the Chairman of the Environment Committee did not agree with the Officers preferred location for the Zebra crossing being outside Bell Lane Primary School and they suggested outside 95b Bell Lane as their preferred location. A feasibility study was then instructed to inform on its suitability.
- 1.6 The completed feasibility study was presented to the Hendon Area Committee in January 2020 but withdrawn prior to the meeting.
- 1.7 In October 2020, officers were asked to review the overall situation and undertake a new study review to improve safety in the area by installing a crossing point on Bell Lane to gather the pedestrians' movement in the area, taking into account the previous investigations and results presented to Committee. This report details the results of this review and put forward officers' recommendations.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 This investigation looked at the current pedestrian flow and desire line in a holistic approach considering the overall movement of pedestrians and the location of all the schools in the area:
  - Beth Jacob Grammar School for Girls
  - The Independent Jewish Day School
  - Hendon School.
  - Bell Lane Primary school
- 2.2 The approach to identify the best location for a crossing point was is informed by
  - i) Personal Injury Accident data (Aug 2020)
  - ii) Speed survey data (May 2019)
  - iii) Pedestrian survey data (Sept 2019)
  - iv) Site survey observations on pedestrian movements during school opening and closing times (Oct 2020)
  - v) Postcode mapping of the registered dwellings of pupils attending Bell lane Primary School and Hendon School (Nov 2020)
- 2.3 **Personal Injury Accident Data** was collected for a period of 36 months until August 2020. Only one accident occurred during this period, a slight accident involving a vehicle turning right onto Bell lane from Stratford Road colliding with a vehicle heading straight on Bell Lane. The incident occurred during daylight hours and in dry conditions.
- 2.4 A **traffic speed survey** was conducted between 12 May 2019 and 18 May 2019. The figures were published in January 2020 Hendon committee report and showed the 85<sup>th</sup> percentile speed ranged from 25.8 to 29.3 mph. Bell Lane is not on a bus route and is currently subject to a 30mph speed limit. The existing speeds along Bell Lane are suitable for installing a zebra crossing (The LTN1/95 states that a zebra crossing should not be installed where the 85<sup>th</sup> percentile speeds are above 35mph. In this location the speeds are below this threshold therefore a zebra crossing would be a viable option).

2.5 A **pedestrian survey** was conducted on Tuesday 17 September 2019 between 7am and 7pm to determine the origin and destination of pedestrians within the study area on Bell Lane. Pedestrian movements were recorded using high level video cameras attached to street furniture (lamp posts). A schematic map of all pedestrian movements is shown in Appendix 4 and the crossing movements are summarised in the table below:

<b>Crossing movements – September 2019</b>	
Crossing movements opposite 95B	57
Crossing movements at the Bell Ln Junction with Green Ln	39
Crossing movements opposite Bell Ln Primary School	147

2.6 A summary of **site surveys** conducted in two school days in October 2020 during AM and PM peak hours is summarised in the table below. During the time of the survey, it was not confirmed whether the schools were operating at full or half capacity, due to the COVID Pandemic.

2.7

	<b>Data and comments</b>	
<b>Characteristic</b>	<b>95b Bell Lane</b>	<b>62 Bell Lane</b>
Location	single two-way carriageway, total width 9.4 metres with 4.5 metre on the northern footway and 4.6 metre on the southern footway	single two-way carriageway, total width 8.6 metres with 4.2 metre on the northern footway and 4.4 metre on the southern footway
Highway facilities	Road surface in good condition. The availability of suitable crossing points is limited due to a high number of vehicle crossovers and parking bays within the study area	
Visibility	Locating the crossing here will result in the loss of 3 parking space on westbound carriageway of Bell Lane adjacent to Vincent Court.	Locating the crossing here will result in the loss of 12 parking spaces on westbound and eastbound carriageway of Bell Lane
Crossing traffic	Pedestrian crossings observed east of Green Lane was significantly lower than west of Green Lane. Where predominantly young children with parents or as a group of children crossed Bell Lane heading towards The Independent Jewish Day School, some crossing traffic was noted heading to Hendon School	Largest volume of crossing traffic observed between Stratford Rd and Green Ln, predominantly parents with children walking to Bell Lane Primary School.  Some crossing traffic observed west of Stratford Road.  Westbound footway between Belle Vue Rd and Green Ln heavily trafficked during AM and PM times

Vehicles	traffic speed generally under 30mph. Significant number of HGV traffic during AM times (delivery vehicles and transit vans)
Parking	High volume of parents parking on School Keep Clear markings, driveways, and on carriageway to drop off children. High crossover traffic of residents leaving driveways (AM times). It is likely that there will be a reduction in overall parking provision on Bell Lane as part of any proposals for a pedestrian crossing taken forward.

- 2.8 A **postcode mapping survey** was completed in November 2020. The registered dwellings of pupils attending Bell Lane Primary School and Hendon School were pinned on a map, detailing where pupils lived in relation to their respective schools. Postcode mapping was not carried out for Beth Jacob Grammar School for Girl or The Independent Jewish Day School as data were not provided by these schools.
- 2.9 Survey results, which are shown in Appendix 2 & 3, indicate that a significant number of Hendon School pupils live north or west of Bell Lane, and would need to cross Bell Lane near its junction with Brent Street in order to walk to school. The majority of Bell Lane Primary School pupils live north of Bell Lane and therefore would not cross Bell Lane in order to walk to school. However, a significant number of pupils are shown to live southwest of Bell Lane and are likely to cross Bell Lane near its junction with Brent Street.
- 2.10 Based on the above data the pedestrians desire line and flow and taking into consideration the Members request and history and background of this scheme, two zebra crossings are proposed on Bell Lane:
- **One zebra crossing outside no.62 Bell Lane**
  - **One zebra Crossing outside no. 95b Bell Lane**
- 2.11 Following consultation with Ward Members and Chairman of the Environment Committee, it has been decided to prioritise and progress to consultation and implementation **the location outside 95b Bell Lane** with a vision to monitor and review the situation at a later stage for the implementation of a zebra crossing outside 62 Bell Lane, subject to funding being available.
- 2.12 Re instructed LBB Street Lighting contractor to complete a lighting design to confirm that a zebra crossing outside no. 95b Bell Lane is feasible form a lighting perspective. Officers received confirmation on this feasibility, subject to underground utilities service and resulting in a proposal to replace and reposition lighting columns nos. 16 & 17 subject to regular pruning of nearby tree.
- 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**
- 3.1 The alternative option would be to implement both the zebra crossings proposed on Bell Lane to gather all the pedestrians' desire line and improve the overall safety in the area. In consultation with Ward Members, it has been decided to consult and implement one of the proposed zebra crossing for the moment with a view to monitor and review the situation in the near future subject to funding becoming available.

#### 4. POST DECISION IMPLEMENTATION

- 4.1 Once a decision is made and subject to funding being approved, detailed design of the zebra crossing would be undertaken. Ward members and residents living near the crossing location would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

#### 5. IMPLICATIONS OF DECISION

##### 5.1 Corporate Priorities and Performance

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

- 5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

##### 5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate for installing a zebra crossing as shown below in Table 5.

**Table 5 – Zebra Crossing Cost Estimate**

Activity	Estimated costs
Detailed Design (Includes statutory processes, topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£7,000
Build Cost including Street Lighting	£20,200
Sub-TOTAL	£27,200
Implementation & post implementation fee @ 10%	£2,720

<b>GRAND TOTAL</b>	<b>£29,920</b>
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5.2.2 The funding for the implementation of the zebra crossing will include the £25,000 Implementation budget approved by Area Committee in July 2017 with an additional £4,920 from Local Implementation Plan (LIP) funding.

### 5.3 Social Value

5.3.1 None in relation to this scheme.

### 5.4 Legal and Constitutional References

5.4.1. The Council's Constitution, in Article 7, states that that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments" parks and trees.

5.4.2. The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

### 5.5 Risk Management

5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

### 5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

### 5.7. Corporate Parenting

5.7.1. Not applicable in the context of this report

### 5.8. Consultation and Engagement

5.8.1. If the scheme is not progressed no Consultation will be required.

## 5.9. Insight

5.9.1. The options developed for the scheme were informed through analysis of injury accident data and on-site observations of the issues.

## 6. BACKGROUND PAPERS

6.1 October 2016 Hendon Area Committee

<https://barnet.moderngov.co.uk/documents/g8657/Printed%20minutes%2026th-Oct-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.2 Link to the petition requesting a Zebra Crossing on Bell Lane

<https://barnet.moderngov.co.uk/documents/s35287/Petitions%20Report.pdf>

6.3 May 2017 Hendon Area Committee

<http://barnet.moderngov.co.uk/documents/g9129/Printed%20minutes%2002nd-May-2017%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.4 January 2019 Hendon Residents Forum

<http://barnet.moderngov.co.uk/documents/s50856/Decisions%20of%20the%20Hendon%20Residents%20Forum.pdf>

6.5 March 2019 Hendon Area Committee – Minutes

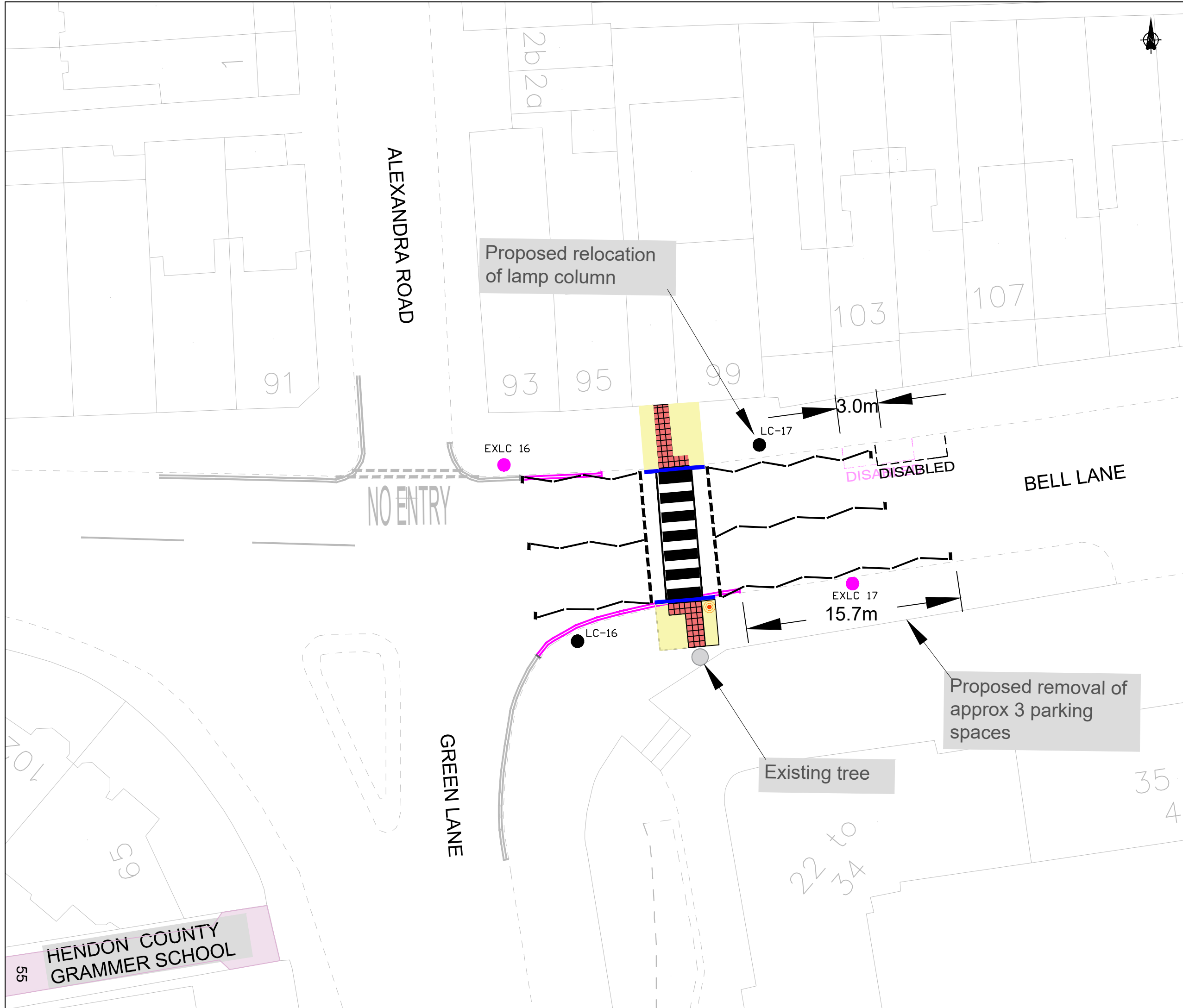
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9532&Ver=4>

6.6 June 2019 Hendon Area Committee – Minutes

<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9934&Ver=4>

6.7 January 2020 Hendon Area Committee – Minutes

<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9936&Ver=4>



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2016\_BC/001031\_08-07. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

**NOTES:**  
 1. Drawing issued is overlaid on OS map. Therefore any measurements taken are subject to typical OS tolerances and also subject to date original survey captured, which may not reflect current site conditions.

**KEY:**

- Existing road markings to remain
- Existing road markings to be removed
- Proposed white road markings
- Proposed drop kerb & transition kerbs
- Proposed belisha beacon
- Proposed red tactile paving
- Existing LC to be removed
- Proposed LC

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	EM / DP	FEB 21	0
Disabled bay amendments	EM / DP	FEB 21	1

Purpose of issue

**FOR INFORMATION**

Client:

Scheme Ref. BC/001031\_08-07

Scheme title  
**BELL LANE ZEBRA CROSSING (OPPOSITE 95B)**

Drawing title  
**GENERAL ARRANGEMENT**

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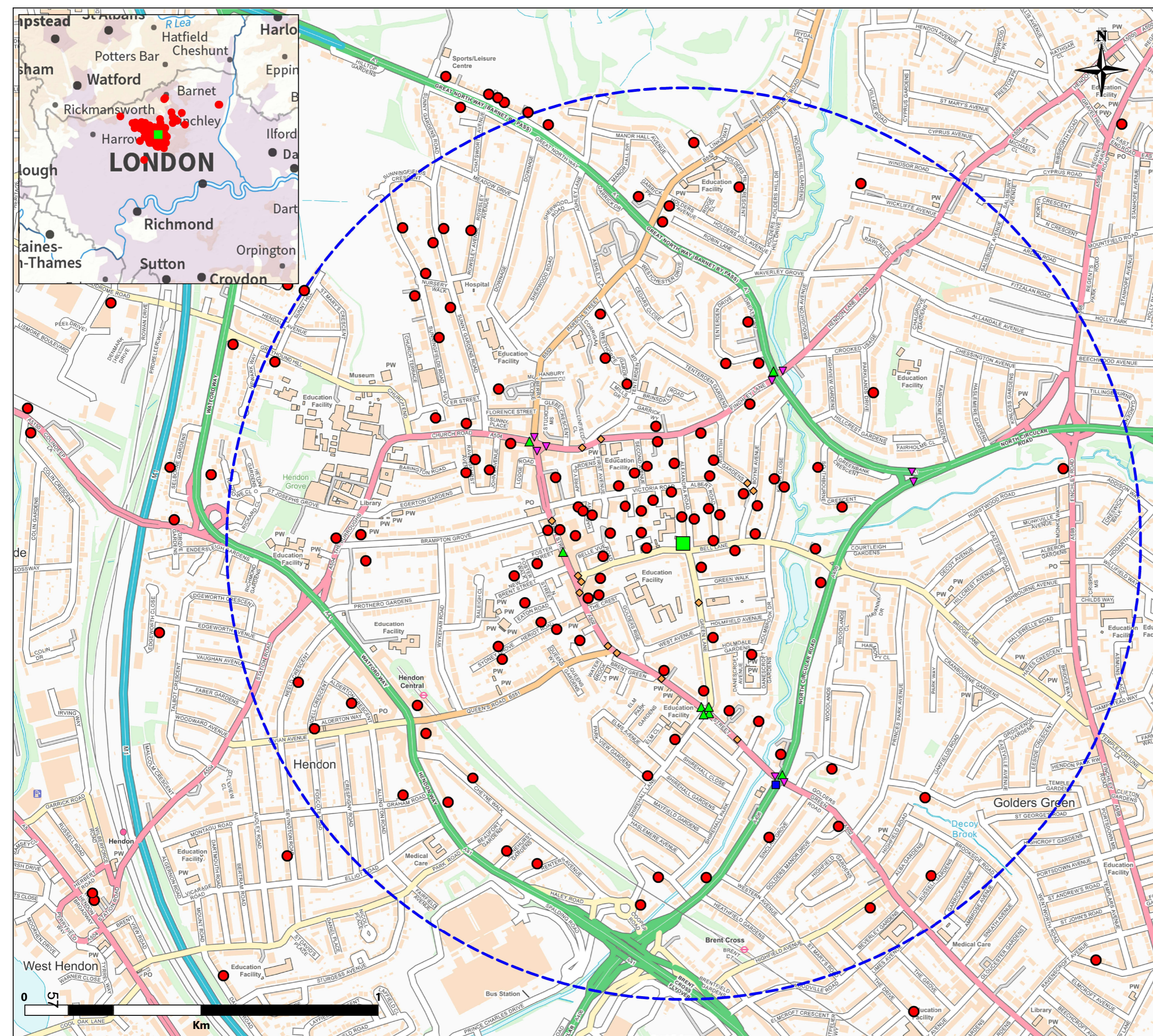
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Traffic and Development  
 London Borough of Barnet, Barnet House,  
 11th Floor Highways, 1255 High Road,  
 Whetstone, London N20 0EJ

BC/001031-08-07-FS-100-General Arrangement-01	Rev. 1
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- Legend:**
- Bell Lane Primary School
  - Pupil Residences
  - - - Estimated Walking Distance of 15min
- Pedestrian Crossing**
- Footbridge
  - ◆ Central Island
  - ▲ Traffic Controlled - Pedestrian Signals
  - ▼ Traffic Controlled - No Pedestrian Signals

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REVISION		
Revision Details	Date Drawn	Rev.
Initial Issue	05/03/2021	

**Purpose of Issue:**

FOR INFORMATION

**Client:**

**BARNET**  
LONDON BOROUGH

**Scheme Ref.:** Bell Lane Primary School walkingdist\_00  
**Scheme Title:**

BELL LANE, NW4

**Drawing Title:**

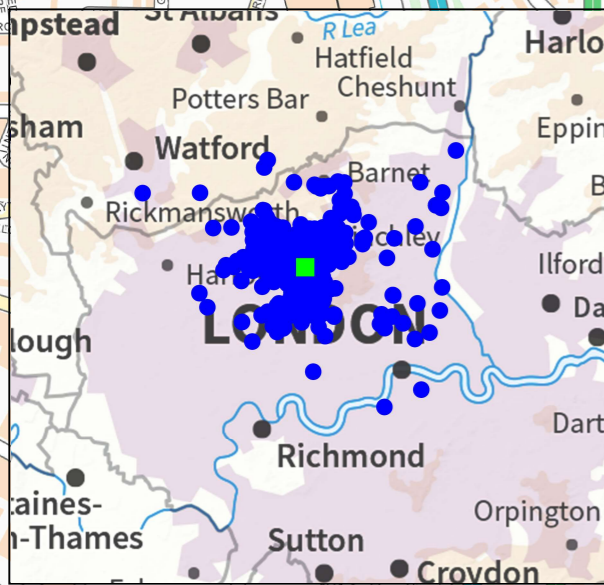
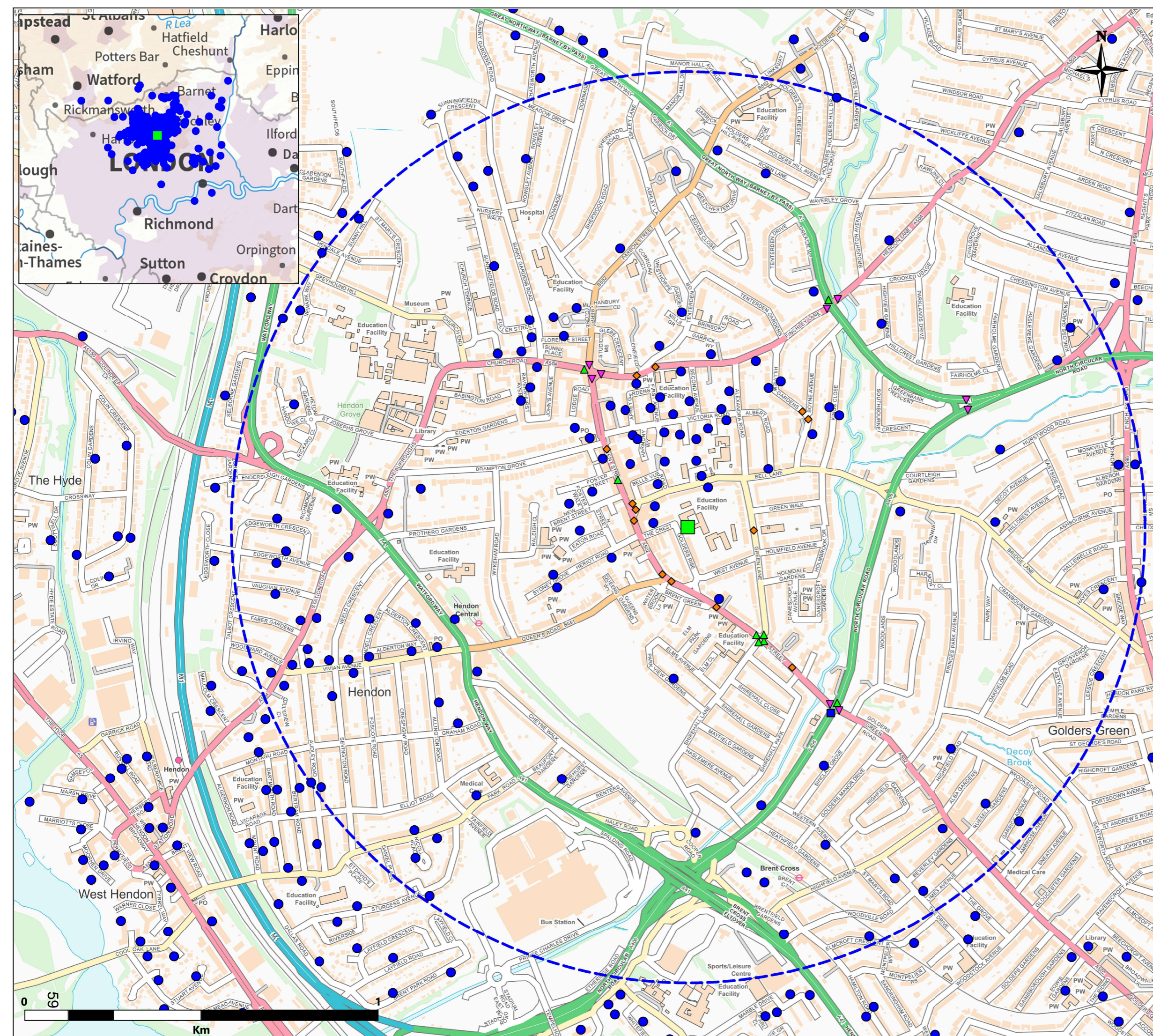
PEDESTRIAN TRACKING SURVEY

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<b>Design:</b>	<b>Drawn:</b>	<b>Checked:</b>	<b>Approved:</b>
DP	JVR	DP	JS

Traffic and Development  
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**re** CAPITA **BARNET**  
LONDON BOROUGH

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- Legend:**
- Hendon Secondary School
  - Pupil Residences
  - Estimated Walking Distance of 15min
- Pedestrian Crossing**
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  - ▲ Traffic Controlled - Pedestrian Signals
  - ▼ Traffic Controlled - No Pedestrian Signals

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REVISION		
Revision Details	Date Drawn	Rev.
Initial Issue	05/03/2021	

**Purpose of Issue:**  
 FOR INFORMATION

**Client:**  


**Scheme Ref.:** Hendon School walkingdist\_00  
**Scheme Title:**  
 HENDON, NW4

**Drawing Title:**  
 PEDESTRIAN TRACKING SURVEY

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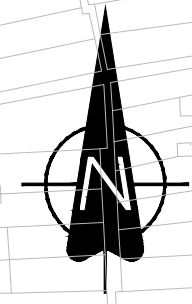
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NOTES:

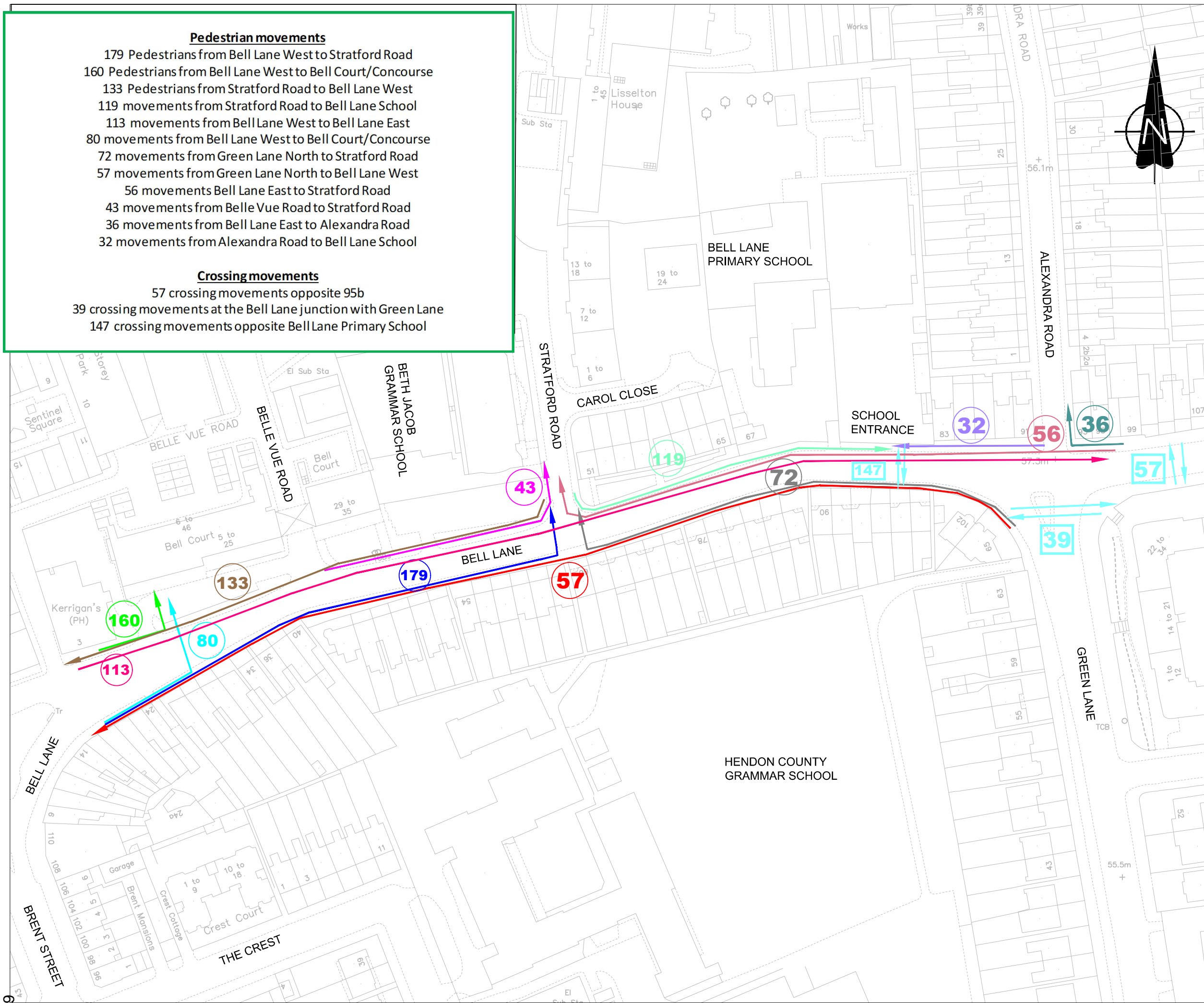


**Pedestrian movements**

- 179 Pedestrians from Bell Lane West to Stratford Road
- 160 Pedestrians from Bell Lane West to Bell Court/Concourse
- 133 Pedestrians from Stratford Road to Bell Lane West
- 119 movements from Stratford Road to Bell Lane School
- 113 movements from Bell Lane West to Bell Lane East
- 80 movements from Bell Lane West to Bell Court/Concourse
- 72 movements from Green Lane North to Stratford Road
- 57 movements from Green Lane North to Bell Lane West
- 56 movements Bell Lane East to Stratford Road
- 43 movements from Belle Vue Road to Stratford Road
- 36 movements from Bell Lane East to Alexandra Road
- 32 movements from Alexandra Road to Bell Lane School

**Crossing movements**

- 57 crossing movements opposite 95b
- 39 crossing movements at the Bell Lane junction with Green Lane
- 147 crossing movements opposite Bell Lane Primary School



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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue

**FOR INFORMATION**

Client:

**BARNET**  
LONDON BOROUGH

RE Scheme Ref. C2016\_BC/001031\_08

Scheme title

**BELL LANE, NW4**

Drawing title

**PEDESTRIAN TRACKING SURVEY**

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Date: MAR '17	Date: MAR '17	Date: xx/xx/xx	Date: xx/xx/xx



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**London Borough of Barnet  
Hendon Area Committee  
Forward Work Programme  
February 2021 - May 2021**

Contact: [governanceservice@barnet.gov.uk](mailto:governanceservice@barnet.gov.uk)

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
Items for Submission to a Future Meeting			
Montrose Ave	Speed Survey results and recommendations	Executive Director of Environment	<b>Non-key</b>
Heybourne Crescent	Speed Survey results and recommendations	Executive Director of Environment	<b>Non-key</b>
Shirehall Lane	Speed Survey results and recommendations	Executive Director of Environment	<b>Non-key</b>
The Greenway Speed Survey	Speed Survey results and recommendations (likely be withdrawn and be undertaken as part of a wider scheme - TBC)	Executive Director of Environment	<b>Non-key</b>
High Street, NW7	Results and recommendations from Traffic Management Feasibility	Executive Director of Environment	<b>Non-key</b>
Poets Corner	Results of informal Consultation	Executive Director of Environment	<b>Non-key</b>
A41 - Feasibility	Feasibility results and recommendations	Executive Director of Environment	<b>Non-key</b>
Aerodrome Road	Feasibility Study	Executive Director of Environment	<b>Non-key</b>



	<h2 style="margin: 0;">Hendon Area Committee</h2> <p style="margin: 0;"><b>16 March 2021</b> AGENDA ITEM 14</p>
<b>Title</b>	<b>CIL Funding Priorities – Setting Local Priorities for the Hendon Area Committee</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	Yes
<b>Enclosures</b>	Appendix A: Draft Local Priorities for the Hendon Area Committee Appendix B: Updated CIL Funding Request Form
<b>Officer Contact Details</b>	Andrew Charlwood, Head of Governance <a href="mailto:Andrew.Charlwood@Barnet.gov.uk">Andrew.Charlwood@Barnet.gov.uk</a> Naomi Kwasa, Senior Governance Officer <a href="mailto:Naomi.Kwasa@Barnet.gov.uk">Naomi.Kwasa@Barnet.gov.uk</a>

## Summary

On 8th February 2021, the Policy & Resources Committee discussed a report concerning the CIL funding process. The report highlighted that the only criteria being used to assess CIL funding applications was the legal definition. It was agreed that each Area Committee should consider, develop and approve their own CIL funding priorities for each financial year starting in 2021/22. This report outlines the need to set local priorities for each Area Committee and details the proposed local priorities for the Hendon Area Committee as proposed by the Chairman and Vice-Chairman for debate, discussion and agreement by the Committee at this meeting (Appendix A).

## **Officers Recommendations**

- 1. That the Committee develop and approve CIL funding priorities for the financial year 2021/2022, with reference to the draft list as set out in Appendix A.**
- 2. That the Committee note the updated funding request form as set out in Appendix B.**

### **1. WHY THIS REPORT IS NEEDED**

#### **Neighbourhood CIL in Barnet**

- 1.1 The Community Infrastructure Levy (CIL) is a planning charge that was introduced by the Planning Act 2008 Part II to help deliver infrastructure to support the development in an area.
- 1.2 Amended regulations allow the Council to use the Neighbourhood CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure, or anything else that is concerned with addressing the demands that development places on an area.
- 1.3 On 9th July 2015, the Policy & Resources Committee approved that part of the income from the CIL would be delegated to the Council's Area Committees, which would be treated in the same way as CIL allocations to Parish Councils (in those areas with a local council structure). 15% of the CIL receipts for their local area (capped at £150K) were allocated to Area Committees.
- 1.4 On 8th February 2021, the Policy & Resources Committee discussed a report concerning the CIL funding process. The report highlighted that the only criteria being used to assess CIL funding applications was the legal definition. It was agreed that each Area Committee should consider, develop and approve their own CIL funding priorities for each financial year starting in 2021/22. It was also agreed that the funding limit for each CIL scheme be increased to £30,000.
- 1.5 These are interim changes as several changes are in the pipeline – a comprehensive review of Area Committee and Residents Forum arrangements is being undertaken; new ward boundaries come into effect in May 2022; and it is also expected that from the start of the 2021/22 financial year, there will be a significant increase to the amount of CIL funding available to Area Committees, subject to approval by the Policy & Resources Committee.
- 1.6 An indicative timeline for these changes is shown below:
  - March and April 2021 – Area Committees develop and agree local priorities for CIL funding for 2021/22
  - Future meeting of the Policy & Resources Committee to consider report on CIL reform including proposals to: increase CIL funding amounts to the three Area

Committees; creation of CIL highways pot for minor highways improvements emerging from Residents Forums and Area Committees; and agreement of updated CIL funding processes and procedures

- September 2021 – Review of revised arrangements with any policy, procedure or process improvements identified following June and October/November rounds of Residents Forums and Area Committees
- March 2022 – agreement of Area Committee CIL Funding priorities for 2022
- April 2022 – review of revised arrangements including lessons learnt and benefits realisation

### **Current CIL Funding Arrangements**

1.7 Following the decision in April 2017 to reduce the CIL budget to Area Committees, CIL funding application guidelines were issued and this is the framework that has been used for assessing applications being reported to Area Committees from 2017/18 onwards.

1.8 Prioritisation of funding can be an issue for Area Committees as legal definition of infrastructure is broad (see [section 216\(2\) of the Planning Act 2008](#), and [regulation 59](#), as amended). As such, Area Committees have, over several years approved various uses of CIL funding for local matters including (but not limited to):

- CPZ's;
- one-way systems;
- yellow lines;
- 20 mph zones;
- weight restrictions;
- width restrictions;
- speed surveys;
- repairs to damaged hedges;
- fencing in parks;
- benches;
- providing an access path to a local hospice and allotments;
- improvements to road junction markings;
- footway parking reviews;
- outdoor play equipment;
- outdoor gym equipment;
- expansion of a local church facilities;
- compost bins;
- forest school;
- investment in a community hub;
- all weather table tennis table; and
- modernisation of a school playground.

1.9 During 2017/18, 2018/19 and 2019/20 financial years there has been increasing pressure on the Area Committee CIL budgets, particularly for the Finchley & Golders Green and Hendon Area Committees. Budget reports suggest that the whole funding allocation is used relatively early in the financial year. Details can be accessed in the CIL funding budget reports presented regularly to each committee: <https://barnet.moderngov.co.uk/mgListCommittees.aspx?bcr=1>

1.10 Part of the proposed recommendations to Policy & Resources Committee will be that Area Committees will have ringfenced CIL funding allocation for Road Safety matters which will be separate to the increased Neighbourhood CIL funding. Full details are still being developed and will be reported to Policy & Resources Committee. This would enable Area Committees to focus on infrastructure projects that would benefit the whole community and would prevent a significant proportion of the budget allocation for each area being spent on highways or road safety items. The creation of the CIL Road Safety budget will be subject to Committee approval, but it is expected that the key features of this arrangement will be:

- A proportion of CIL funding be set aside to deal with Road Safety related items that would previously been funded from Area Committee CIL budgets
- The initial sum allocated is proposed to be £250K per annum (shared across all three areas)
- Fund is to be managed by the Highways Team and schemes authorised by Executive Director Environment
- This scheme will be reviewed after 6 months in line with the review of Area Committee arrangements
- Schemes can be proposed by Residents Forums/Area Committees for consideration by Executive Director
- Regular update reports on schemes will be reported to Area Committees to give Members oversight of progress

The scope of the CIL Road Safety budget will include:

- Implementation of Road Safety matters arising from KSI events
- Junction Improvements and Visibility Slay concerns at junctions
- The need for, design and implementation of pedestrian crossings
- Renewal of Signs, Lines and Guardrails
- Speed Limits and traffic calming measures

### **Rationale for Change**

- 1.11 Prioritisation of funding can be an issue for Area Committees as the legal definition of infrastructure is broad. Limited budgets and multiple calls on resources mean that deciding which projects or schemes to fund can be challenging.
- 1.12 An assessment of the infrastructure needs for the borough and each constituency area can help Members make informed decisions about the best use of limited resources. Local priorities which are individual to each Area Committee will allow the Committee to make appropriate decisions on how funding is allocated in line with the specific needs of the area.
- 1.13 Area Committee Lead Officers can offer advice and assistance to Members regarding the infrastructure needs of the area, but it is ultimately for the Committee to choose how much weight to place on each priority when assessing applications for funding, on a case by case basis. A Committee could chose to approve something that is not an identified priority providing it meets the legal definition of infrastructure.

- 1.14 Ward Members will be asked to indicate which local priorities are fulfilled and how the proposal benefits the wider community when submitting CIL Members Item funding requests.
- 1.15 Each Area Committee is being asked to agree a list of local priorities and these will be published on the committee webpages. Current guidelines will then be updated and will be circulated to all Members, alongside relevant deadlines at the start of each meeting cycle.
- 1.16 Current deadlines will be maintained (10 clear working days for CIL applications, 7 clear working days for regular Members Items). However, Members are encouraged to engage with relevant officers well in advance of the deadlines to enable relevant information to be obtained, checked, verified, etc. before the formal deadline thereby enabling committees to make informed decisions.
- 1.17 The Committee is requested to note that any revisions to the CIL funding guidelines will be an interim measure. Area Committee and Residents Forum arrangements are being comprehensively reviewed as part of the Ward Boundary changes coming into effect in May 2022.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 On 8th February 2021, the Policy & Resources Committee discussed a report concerning the CIL funding process. The report highlighted that the only criteria being used to assess CIL funding applications was the legal definition. It was agreed that each Area Committee should consider, develop and approve their own CIL funding priorities for each financial year starting in 2021/22.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Area Committees could decide not to set local priorities. This is not recommended as it will not support robust decision-making of the Area Committees and will not fulfil the recommendation of the Policy & Resources Committee.
- 3.2 Policy & Resources Committee could have agreed some borough-wide priority criteria for Area Committee CIL funding. This approach was not recommended as it would not allow for the Area Committees to discuss and agree their own local priorities which could be different for each area.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Priorities agreed by Area Committees will be published to the committee pages of the website and circulated to all Members in the constituency.
- 4.2 Arrangements will be implemented and reviewed in accordance with the timetable in section 1.6.

## **5. IMPLICATIONS OF DECISION**

- 5.1 **Corporate Priorities and Performance**

#### 5.1.1 Community Infrastructure Levy funding supports delivery of the following priorities and objectives in the Barnet Plan 2021-2025:

A place fit for the future, where all residents, businesses and visitors benefit from improved sustainable infrastructure & opportunity.

A strong cohesive community, where diversity is celebrated, and everyone has equal opportunity regardless of their background place with fantastic facilities for all ages, enabling people to live happy & healthy lives.

Unlocking and optimising the potential of Parks and Open Spaces.

Great facilities and opportunities to be physically active.

#### 5.2 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 As set out in section 1. a proportion of the Council's CIL income is allocated to Area Committees to spend on local priorities.

#### 5.3 **Social Value**

5.3.1 Clarification of the usage of CIL funding will support future requests for CIL funding. This provides an avenue for Members to consider funding requests which may have added social value.

#### 5.4 **Legal and Constitutional References**

5.4.1 CIL is a planning charge that was introduced by the Planning Act 2008 Part II to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended ("the Regulations"). Section 216(2) of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. i.e. roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreation facilities and open spaces.

5.4.2 Additionally, Regulation 59(F)(3) of the Community Infrastructure Levy Regulations 2010 as amended allows the Council, as the Charging Authority to use the Neighbourhood CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.

5.4.3 The Localism Act 2011 introduced requirements that a 'meaningful proportion' of CIL income is allocated to parish councils to support their neighbourhood infrastructure requirements. Under Regulation 59A(5) of the Community Infrastructure Levy Regulations 2010 (as amended) a charging authority must pass 15 per cent of the relevant CIL receipts to the parish council for that area; this is limited by Regulation 59A (7) to a cap of £100 per dwelling in the area of the Local Council.

5.4.4 Regulation 59F enables a similar application of CIL receipts in cases where, as in Barnet, a charging authority does not have a local council structure.

5.4.5 Under the Council's Constitution Article 7, the terms of reference of the Hendon Area Committee includes responsibility to:

'Determine the allocation of Community Infrastructure Levy funding within the constituency'.

## 5.5 Risk Management

5.5.1 To mitigate the risk of the interim arrangements on local priorities, these will be reviewed by officers after a period of around six months and/or two Area Committee meeting cycles, and an update report will be presented to the Committee. Officers will work on collating key information to assist Members in reviewing priorities including: infrastructure needs by constituency area and insight data.

## 5.6 Equalities and Diversity

5.6.1 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- a. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- b. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- c. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2 Relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

5.6.3 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design policies and the delivery of services.

5.6.4 Giving greater CIL allocation powers to the Area Committees will have a positive impact on those with protected characteristics. Each application will be accompanied with an assessment of the impact.

## 5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

## 5.8 Consultation and Engagement

5.8.1 Officers have been engaging with the Chairman and Vice-Chairman of the Committee to develop draft priorities to present to the Committee. These discussions have taken into consideration the needs of the area as highlighted in the following Council plans, strategies and surveys;

Barnet Plan

Barnet Resident's Perception Survey  
Growth Strategy  
Infrastructure Delivery Plan (IDP)  
Greenspaces and Leisure strategies

## 5.9 Insight

- 5.9.1 Members may wish to utilise insight data to inform local priorities for 2021/22 and future years.

## 6. BACKGROUND PAPERS

- 6.1 Policy & Resources Committee, 10 June 2014, Area Sub-Committees – Budget Arrangements, Item 9:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=7856&Ver=4>
- 6.2 Policy & Resources Committee, 10 June 2014, Area Sub-Committees – Budget Arrangements, Item 9:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=7856&Ver=4>
- 6.3 Community Leadership Committee, 25 June 2014, Area Sub-Committees – Budget Allocation Draft Framework, Item 7:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=694&MId=7874&Ver=4>
- 6.4 Community Leadership Committee, 24 June 2015, 'Review of Area Committees – operations and delegated budgets'  
<https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>
- 6.5 Policy & Resources Committee, 9 July 2015, 'Delegating a proportion of Community Infrastructure Levy (CIL) income to the Council's Area Committees'  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=8346&Ver=4>
- 6.6 Council, 7 March 2017, Report of the Policy & Resources Committee – Business Planning 2017 to 2020:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=8819&Ver=4>
- 6.7 Community Leadership Committee, 8 March 2017, Area Committee Funding – Savings from Non-Community Infrastructure Levy (CIL) Budgets  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=694&MId=8721&Ver=4>
- 6.8 Policy & Resources Committee, 8 February 2021, Review of Community Infrastructure Levy (CIL) Eligibility Criteria and Guidance  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=10200&Ver=4>
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**Appendix A: Draft Local Priorities for the Hendon Area Committee**

- Parks and green spaces infrastructure
- Public realm (excluding buildings which are not publicly owned)
- Community and youth centres/youth groups
- Schools, whereby requests demonstrate a wider community benefit (excluding fee-paying schools)
- Support for libraries
- Support for town centres
- Crime prevention measures (for example, CCTV, support for community policing hubs, if and when appropriate)

*To note: The priorities list is to provide guidance for the Committee in determining how to allocate funding, it is not binding and the Committee has the authority to approve schemes outside of the list, within the legal criteria for CIL funding.*

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## Hendon Area Committee CIL Funding Request Form

Title	
Raised by (Councillor):	
Ward:	
Member Request:	
Funding Requested (£):	
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):  And Hendon Area Lead (Cassie Bridger, Assistant Director: Greenspaces & Leisure), on (DATE):	
Please confirm which local priority/priorities the request fulfils:  <i>Final agreed priorities will be listed here. Members of the public will be able to view the priorities on the relevant <a href="#">committee webpage</a>.</i>	
How will this project/proposal benefit the wider community, including those with protected characteristics under the Equalities Act 2010?	
Any additional information (please list any documents here to be published with the agenda, or circulated to the Committee):	

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